

THE SPRINGFIELD NEWS

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THURSDAY AUGUST 23, 1927

AN 80-FOOT RIGHT-OF-WAY

State specifications in road building are state specifications just the same as red tape is red tape and we suppose that in the end Lane county will have to buy an 80-foot right-of-way for the McKenzie highway from Springfield to the summit, even if most of it is never used.

It is a wise man to look into the future in road building and an 80-foot right-of-way probably should be had as far as Vida but above there it is very doubtful if it will ever be used. No one has ever seen 80-foot roads cut into the sides of mountains as yet. Even if there were a demand for them earth slides would cover them up.

The sensible thing to do it to buy an 80-foot right-of-way when it is needed and is to be improved or when we have used our 60-foot right-of-way. Granting that it may cost a little more \$5. 50 or 100 years from now we do not believe that anyone will contend that the value of this land will increase as fast as the interest on Lane county's money necessary to buy this useless right-of-way. State specifications should be flexible enough to correspond with common sense.

OUR MONEY GOES EAST

Approximately 250,000 automobile license plates will be issued in Oregon this year bringing in a fee of \$6,500,000. This is an increase over last year of \$500,000. There are sufficient automobiles in Oregon to haul all the people at one time. In fact automobiles seem to be increasing faster than the population.

Automobiles have a great bearing on the economic conditions of Oregon. There are no automobile factories here or oil wells and practically nothing that goes into the construction of a motor vehicle is made in the state. It is all shipped in and hundreds of millions of dollars of our money goes to other states to pay. Consequently we must dig harder and harder to get this money.

The outstanding commodity that tends to balance trade conditions with the east is lumber. It brings in more outside money than anything else. Oregon cannot hope forever to have this lumber especially if she continues to pursue a policy of not reforesting her cut off lands. We must look ahead industrially and develop other lines to take the place of lumber lest in a few decades we will be swapping nickles between ourselves.

THE DOLEFUL FLIGHT

The Dole Pacific flight has turned out to be doleful. Death and failure followed in the wake of the flyers. The whole thing will injure confidence in aviation rather than build it up. The planes that entered the contest were land planes and had no business attempting long flights over water. A duck might as well attempt to fly over a desert as some of the pickup crafts across the ocean. The fact that some of them make it is more luck than anything else. Only specially built seaplanes should be allowed to fly long courses over water.

The same spirit that manned the American "flying coffins" during the war will assert itself when there is a prize to be gained even with odds against success. Americans are ever ready as people to take a chance.

A million dollars daily are being paid in gasoline taxes in this country. Oregon's tax amounts to \$15,000 daily. It is beginning to be a question as to whether real estate or automobiles, trucks and tractors pay the most taxes.

Six shooters in the early days were the cause of most of the killings. Now six cylinders do the work.

BRAINS—WHY—NO BABIES

Female college graduates are inclined not to marry, which is bad for the country and the young women. Why develop your brain if you don't Perpetuate the improvement in good sons and daughters?

Vassar knows that babies are important, no matter what her daughters may think, and establishes a Summer school to train mothers and fathers also in bringing up children.

A new building will house this new branch of learning, and husbands will be allowed to attend the Summer lectures. Living quarters will be provided for them at Vassar. All of which is common sense.

The private life of some of the famous or infamous women of history has been the subject matter of novels and newspaper stories lately. We surely have sufficient scandal in this day and age without digging into the past.

An ex-bandid is now emperor of China. The problem in China seems to be to invent ways of killing off the Chinese.

That 300 mile searchlight, if ever perfected in pocket sizes, should find a ready market amongst Tex Richard's fight fans.

A local Dumbdora remarked this week that the percentage of accidents in airplanes was very small—only one to a person.

We are pleased if not rightdown grateful that a bee has 13,000 eyes, as announced—instead of stings.

No matter who makes a better phonograph record, somebody at our house will break it.

A pedestrian is a man whose wife has gone with the car.

Anyhow—those German fliers set a non-stop flight record, Berlin to Berlin.

The feller who insists that life is a joke usually lives to find that it is on him.

August advice to June Bridegrooms: A little present often smooths over a terrible past.

Editorial Comment

STILL WATER IN WILLAMETTE
(Salem Statesman)

United States Senator Chas. L. McNary says the engineers of the U. S. war department are definitely committed to the project for still water in the Willamette—

And the work being done this year, with the \$50,000 item in the rivers and harbors bill for the purpose, is in the nature of permanent work—

Wing dams that will stand, etc., etc. The engineers believe that they may build up a more than barge stage the year through without any locks. They think they can get a seven-foot stage, whereas half that depth would be sufficient depth for barge transportation.

There are only about seven points in the river between Salem and Newberg that need the permanent improvements, and practically no work below Newberg will be needed.

This is very good news. The attention of the United States government will hereafter be given more largely to internal improvements, to great water power developments and navigation problems and the like—

The Mississippi flood has stressed this idea of internal improvements—

So that disaster will serve the purpose, among other things, of bringing still water to the Willamette river at a nearer date than might have been possible had not the father of waters gone on such a rampage.

NOTICE OF SALE ON IMPROVEMENT LIEN FORECLOSURE

NOTICE IS HEREBY GIVEN in pursuance of a tabulated list of improvement liens due and unpaid, transmitted by the Town Recorder of Springfield to the Town Treasurer, and further in pursuance of Chapter 236 of the General Laws of Oregon for 1927, and list being as follows:

ASSESSMENTS AGAINST LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 of Block 42 of Washburn's Subdivision of Improved Steel Investment and Power Company, a corporation, as follows:

Main street grading assessed by Ordinance Number 287 in Springfield Manufacturing and Investment Company, a corporation, on November 20th, 1911, balance due and unpaid August 12th, 1927. On principal, \$308.33. 6% interest on same from October, 27th, 1915. \$232.22.

Main street grading assessed by Ordinance Number 287 in Springfield Manufacturing and Investment Company, a corporation, on November 20th, 1911, balance due and unpaid August 12th, 1927. On principal, \$232.22. 6% interest on same from November 22, 1915. \$148.15.

Main street curb and gutter assessed by Ordinance Number 288 in Springfield Manufacturing and Investment Company, a corporation, on November 20th, 1911, balance due and unpaid August 12th, 1927. On principal, \$134.75. 6% interest on same from November 22nd, 1915. \$128.43.

Main street sidewalk assessed by Ordinance Number 288 in Springfield Manufacturing and Investment Company, a corporation, on November 20th, 1911, balance due and unpaid August 12th, 1927. On principal, \$134.75. 6% interest on same from November 22nd, 1915. \$128.43.

ASSESSMENTS AGAINST LOT 3 Block 1, Extended Survey of Springfield, Oregon, as follows:

North A street paving assessed by Ordinance Number 279 to A. J. Perkins and J. W. Machen on January 24th, 1914, balance due and unpaid August 12th, 1927. On principal, \$228.61. 6% interest on same from February 5th, 1914. \$171.52.

Fourth street paving assessed by Ordinance Number 284 to A. J. Perkins and J. W. Machen on February 21st, 1914, balance due and unpaid August 12th, 1927. On principal, \$423.77. 6% interest on same from February 28th, 1916. \$414.92. Total due and unpaid on above described property, \$1435.34.

That I will on the 24th day of September, 1927, (Saturday) at the hours of Ten o'clock on the forenoon of said day, in front of the Town Hall in Springfield, Lane County, Oregon, sell the above described property to the bidder for cash who offers to pay the assessments, costs, interest and accruing costs and interest thereon, and take a certificate of sale therefor as by law provided.

Dated August 12th, 1927.
J. SMITSON, Town Marshal of the Town of Springfield.

NOTICE OF SALE OF GOVERNMENT TIMBER
General Land Office, Washington, D. C. August 11, 1927.

Notice is hereby given that subject to the conditions and limitations of the act of June 9, 1916, (39 Stat., 218), and pursuant to department regulations of April 14, 1924 (50 L. D., 476), the timber on the following lands will be sold October 3, 1927, at 10 o'clock A. M. at public auction at the U. S. land office at Roseburg, Oregon, to the highest bidder at not less than the appraised value as shown by this notice, sale to be subject to the approval of the Secretary of the Interior. The purchase price, with an additional sum of one-fifth of one per cent thereof, being commissions allowed, must be deposited at time of sale, money to be returned if sale is not approved, otherwise patent will issue for the timber, which must be removed within 10 years. Bids will be received from citizens of the United States, associations of such citizens and corporations organized under the laws of the United States, or any State, territory or district thereof only. Upon application of a qualified purchaser the timber on any legal subdivision will be offered separately before being included in any offer of a larger unit. T. 8 S., R. 8 W., Sec. 35, NE 1/4 NE 1/4 green and burned yellow fir and hemlock 2779 M, appraised value \$3898; NW 1/4 NE 1/4 green and burned yellow fir and hemlock 3650 M, appraised value \$4528.25; NE 1/4 NW 1/4 green and burned yellow fir and hemlock 3529 M, appraised value \$4945; NW 1/4 NW 1/4 green and burned yellow fir 2930 M, appraised value \$2930; SW 1/4 NW 1/4 green and burned yellow fir and hemlock 3550 M, appraised value \$4429; and the SE 1/4 NW 1/4 green and burned yellow fir and hemlock 2806 M, appraised value \$3468.25, none of the timber on these subdivisions to be sold for less than the appraised value stated. T. 17 S., R. 7 W., Sec. 29, NE 1/4 NE 1/4 red fir 360 M, red cedar 75 M, SE 1/4 NE 1/4 red fir 500 M, SW 1/4 NW 1/4 yellow fir 612 M, red cedar 60 M, NE 1/4 SE 1/4 red fir 800 M, red cedar 60 M, NW 1/4 SE 1/4 red fir 500 M, T. 18 S., R. 7 W., Sec. 1, Lot 3, red fir 1900 M, none of the timber on these sections to be sold for less than \$2 per M. T. 2 N., R. 2 W., Sec. 17, NE 1/4 SW 1/4 yellow fir 1500 M, red cedar 170 M, hemlock 40 M, SE 1/4 SW 1/4 yellow fir 920 M, red cedar 140 M, T. 29 S., R. 11 W., Sec. 24, Lot 5, port orford cedar 390 M, yellow fir 300 M, red fir 200 M, white fir 40 M, red cedar 20 M, Lot 12 port orford cedar 500 M, yellow fir 1450 M, red cedar 20 M, T. 40 S., R. 2 E., Sec. 19, SE 1/4 SW 1/4 yellow pine 350 M, sugar pine 50 M, white fir 50 M, Lot 4 yellow pine 500 M, sugar pine 60 M, white fir 30 M, red fir 100 M, none of the timber on these sections to be sold for less than \$1.50 per M for red fir and red cedar, \$2 per M for the yellow fir, \$1 per M for the white fir and hemlock, \$9 per M for the port orford cedar and \$5 per M for the yellow and sugar pine. T. 8 S., R. 8 W., Sec. 11, NE 1/4 SW 1/4 yellow fir 1340 M, hemlock 400 M, white fir 500 M, Noble fir 40 M, NW 1/4 SW 1/4 yellow fir 400 M, hemlock 120 M, white fir 500 M, Noble fir 160 M, none of the timber on this section to be sold for less than \$1.75 per M for the yellow fir, \$1 per M for the white fir and hemlock and \$1.25 per M for the Noble fir. T. 3 N., R.

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