

SHORTER HOLIDAYS TO GAIN LOST TIME

Lincoln School to Open Monday Unless New Case of Paralysis Develops; Board of Directors Scheduled to Meet Monday Night.

Unless a new case of infantile paralysis develops here this week, the Lincoln Junior high school will be opened next Monday, and the school board at a meeting Monday night will consider minimizing the length of the Christmas vacation to make up for lost time, according to W. G. Hughes, chairman.

Vacation dates will probably extend from December 23, the Friday before Christmas, which comes on Sunday, to January 2, the Monday after New Year's day. Teachers who expect to go to their homes at other points will thus have Saturday in which to reach them, said Mr. Hughes, while the weekly school program will not be broken into at all.

Fear, rather than prevalence of infantile paralysis, has resulted in the general shut-down of activities in Springfield, it was stated this morning by school officials and Health Officer W. H. Pollard. Further spread of the disease is being guarded against, and the situation in Springfield certainly is not to be called serious, it was said.

The first death, that of Eva McKinnis last Sunday morning, reduced the number of cases here to two, both small children under school age. Both are convalescing. The Junior high school, which Miss McKinnis attended, was closed immediately upon reports of her case.

Attendance in the Brattain school has been poor this week as the result of parents keeping their children out of school in fear of the disease, according to Mr. Hughes. He said that the board is doing all possible to keep the schools in a sanitary condition, and this week will have travel spread on the Brattain grounds and travel walks put in to replace the board walks now in use.

During the enforced vacation at the Lincoln school, several new seats are being installed and other changes made, Mr. Hughes said.

The McKinnis family is under quarantine. Dr. Pollard said that rumors that the small brother of Miss McKinnis has the disease were evidently unfounded.

EVA MAY McKINNIS DIES AT AGE OF 13

Eva May McKinnis, daughter of Mr. and Mrs. Thomas McKinnis, who died last Sunday morning as Springfield's first victim of infantile paralysis, was born two and one-half miles east of Springfield on the old McKinnis farm Mt. Vernon, on November 6, 1914.

In 1920, the family moved to Springfield, where Eva attended public schools until the time of her death. She became a member of the Christian church at the age of 8. She was well-liked by her school teachers and acquaintances.

She is survived by her parents, Mr. and Mrs. Thomas McKinnis, and two brothers, Carl 18, and Vernon 4. The body was shipped to Imbler, Oregon, for burial, and a service was held at the grave there today according to W. F. Walker, who made the arrangements here.

MILK INSPECTOR MAY BE APPOINTED TODAY

Arrangements will probably be made today for providing a milk inspector for Springfield under the ordinance recently adopted by the city council, according to Recorder I. M. Peterson.

The Lane county health association is to assist in the milk inspection program here. It is expected that Mayor G. G. Bushman will appoint a milk inspector, and that he will begin work immediately.

Mr. Peterson said it is possible the same inspector will handle the work here that is now doing the inspecting in Eugene.

Oratorio Group Appears

The Eugene oratorio society, which includes several Springfield members, will present Handel's "The Messiah" at the school of music auditorium on the university campus tonight. A large amount of solo work, with full chorus numbers of unusual beauty, will make this an exceptional performance, it is said.

ALL IN READINESS FOR HANDLING RECORD MAIL DURING XMAS HOLIDAYS

To handle what promises to be the biggest quantity of Christmas mail in the history of the local postoffice, Postmaster F. B. Hamlin is arranging for additional assistance both in the office and on street delivery, it was announced today. The postoffice is being cleared and prepared for receiving the great influx of packages from outside, and shipping out those dispatched to other points by Springfield patrons.

An additional allowance for help has been granted by the postoffice department to the Springfield unit, and as usual the extra workers will start activities about the middle of the month. Already, however, some Christmas mailing is under way, packages bearing colorful seals and the familiar instructions, "Don't Open Until Christmas," having been both received and sent out from the local office.

The postoffice department has officially predicted that the mails will be heavier this holiday season than ever before. This results in a repetition of the ancient plea, "Mail Your Christmas Packages Early."

IMPOSSIBLE TO REMOVE ALL SILT FROM WATER. POWER ENGINEER SAYS

With the turbid Willamette river near the flood stage here this week, it has been impossible to remove all silt from the muddy water as it is through the local filtering plant, but the water has been absolutely pure, according to W. C. McLagan, engineer of the Mountain States Power company here.

"We have had tests of the water regularly and they show that all bacteria is removed by our purifying system," said McLagan. "However, our plant is not modern enough to remove all silt from the water, and when the river is as muddy as it has been during the past few days, the water will show it."

City Water began giving indications of the presence of silt Sunday and Monday. The most modern filtering systems developed would be able to make the water absolutely clear, said McLagan.

The river reached the flood stage for a short time Monday night.

CHURCH ATTENDANCE IS GOOD DESPITE SICKNESS

Despite the sickness now prevalent, attendance at the Christian church is holding up well, members of the congregation reported this week. Several new departments of the church work are enjoying growth.

An orchestra last Sunday evening presented several numbers. The chorus choir is growing, and a male quartet has been organized to sing at Sunday evening services.

On Sunday evening of this week an entirely evangelistic service will be conducted. The chorus choir will sing with Claud Neely in charge, and Rev. S. E. Childers will preach on "The Hand That Touched the Hem of His Garment." Morning services will be held as usual.

REBEKAH LODGE NAMES OFFICERS FOR YEAR

The local chapter of the Rebekah lodge at a meeting on Monday night elected officers for the new year, giving Mrs. Lillie Kizer the office of noble grand, or head of the organization.

Others named were: Mrs. Stella Finley, vice grand; Mrs. Genevieve Louk, recording secretary; Mrs. Cora Hinson, financial secretary; Mrs. Alice Lorah, treasurer; Mrs. Mable Mortensen, musician.

Installation of these officers will be held in January. On December 9, a homecoming meeting will be held, with Rebekahs from other cities invited. In charge are Mrs. Lillian Black, Mrs. Minnie Gerard and Mrs. Clara Walker.

NELSON INCREASING CAPACITY OF PLANT

Robert Nelson, veteran Springfield poultryman, is increasing the capacity of his incubation house by 3000, it was announced this week. Mr. Nelson found the enlargement necessary to handle the increasing demand for baby chicks from his farm, and now has contracts for disposing of all chicks produced at the farm until May.

Mr. Nelson now has one of the most modern poultry plants in the state.

Chamber Approves Industrial Survey

County Program Is Endorsed; Hamlin Named President For 1928

Approval to a county-wide industrial survey as planned by the Eugene chamber of commerce in cooperation with the school of business administration of the University of Oregon was voted by members of the Springfield chamber at an important meeting last Friday night.

J. E. Shelton, president, and T. J. Flippin, secretary, of the Eugene chamber, explained the survey plans. Experts of the school of business administration will go into the industrial situation throughout the county thoroughly, including an exhaustive investigation of the industrial conditions in Springfield. Such matters as proximity of raw materials and other resources, labor conditions, transportation facilities, and all other conditions having a bearing on the industrial situation will be taken up.

"One of the chief objectives of this project will be to provide the farmer with better markets for his products," declared President Shelton. "In this connection, we are earnestly behind the construction of the Crane-Odell rail project, with a view to furnishing better transportation to eastern markets. The whole program should be of great benefit to Lane county agricultural and industrial interests, with like benefits to the prosperity of the county at large."

An important feature of the Friday meeting was the election of F. B. Hamlin as president, and of other officers of the organization, for the coming year. Mr. Hamlin was recently named by the board of directors to serve out the unexpired term of H. J. Cox, resigned, and will now take over the reins of the organization in his own hands.

Other officers named were: H. E. Maxey, vice president; C. E. Kenyon, treasurer; W. C. Wright, Julius Fulop, W. C. Rebban, W. A. Taylor and J. A. Seavey, directors.

DRILLER DEEPENS OLD WELL AT POWER PLANT

As another phase of the experimenting program which the Mountain States Power company is engaged in here, W. A. Slate, well driller of Tangent, arrived early this week to drill to a greater depth in the water well at the plant of the company near the depot. The company has been making extensive experiments in underground water in this district.

The power plant well was driven to a depth of 130 feet three years ago. No water is being taken from it at present.

Just what is expected to result from the experiment has not been announced by power company officials. Thirteen wells have been drilled, most of them on the mill race above the local plant.

CANNED FRUIT SHIPPED TO VETERANS HOSPITAL

Several boxes of canned fruits, jellies and similar good things were shipped from here to the veterans in the hospital at Portland for Thanksgiving, according to Mrs. A. B. Van Valzah, president of the Auxiliary of the American Legion, which sponsored the donations.

"The response was gratifying," said Mrs. Van Valzah. "I want to thank all Springfield people who donated, and I can assure them that their gifts were appreciated by the men at the hospital. They consider the people of Springfield among their best friends."

FRANK A. FISHER, 71, DIES AT HOME HERE

Twenty-three years of living in Springfield terminated when Frank A. Fisher, 71, passed away at his home here Sunday morning at 7:30 o'clock. Mr. Fisher had been ill for a long time, and his death was not unexpected.

The funeral was held at 2 o'clock Wednesday, at the Walker chapel, with Rev. G. Sykes of the Methodist church officiating. Interment was at Laurel Hill cemetery.

Mr. Fisher was a member of the Modern Woodmen of America, and had a wide circle of acquaintances and friends here. He is survived by the following children: Mrs. James Fisher, Raymond, Washington, Mrs. Madison of Oakridge; Mrs. Cora Laybarger, Wendling; Mrs. Ray Balley, Mrs. Coral Gay, David, Nels and Frank, Jr., of Springfield.

New Ford to Be Explained To Whole World on Friday

Zero Hur for Announcement on New Car will be Held Everywhere at Once; Danner Motor Prepared to Make a Showing.

A public reception to be held at the E. R. Danner Salesrooms Friday is part of the national introduction of the new Ford models. In thousands of communities all over the United States tomorrow this new line of moderate-priced light automobiles will be introduced to millions of people. The doors of the showrooms are to be opened promptly at 8 o'clock and attendants will be on hand throughout the remainder of the day to explain the new and interesting features of the car which is expected to make a new chapter in automotive history.

The new Ford cars are said to be the product of several years of study and planning by Henry Ford and his engineers in the great Ford laboratories at Dearborn. Mr. Ford himself has announced that "there is nothing quite like the new Ford car" and he stated that it will prove just as great a pioneer in the present field of low price light cars of quality as the famous Model T was a pioneer in its field more than nineteen years ago.

Elaborate arrangements are being made for the public reception here. City officials and prominent business men of Springfield and vicinity have been invited and preparations have been made to give every caller at the show a thorough understanding of this car which is expected to make a new chapter in automotive history.

While no detailed descriptions have yet been given out by local dealers, the Ford Motor company has announced that the new Ford car will be as far in advance of present public demand for speed, flexibility, control in traffic and economy of operation as the famous Model T was in advance of public demand when it was introduced in 1908.

Unusual speed and acceleration are among the outstanding features of the new car. It is announced as being able to make 65 to 80 miles an hour, with ease. In recent tests it has made even more without difficulty. What is more important, it is stated that when traveling at such speeds, it holds the road easily, and with comfort to driver and passengers. It is also stated with equal positiveness, however, that it performs in an equally spectacular manner on bad roads. In its design, Mr. Ford has held to his original idea of a car which can meet all conditions and types on the road.

Appreciating the constantly increasing importance of acceleration, the Ford Motor company has given a great deal of study to this feature of the new car. In high gear tests with two passengers in a Tudor sedan it has shown an acceleration of from 5 to 25 miles an hour in 8 1/2 seconds.

The new Ford car also introduces a new type of four-wheel brakes. An exclusive Ford development, they are of the mechanical, shoe-expanding type, and are self-centering. The brake pedal and the hand brake each operates all four brakes. It is stated that this is the most reliable and simplest type of four-wheel brake, and also the easiest to adjust, all adjustments being made from the outside without removing any parts.

An engine that is practically vibrationless develops 40 horsepower at 2,200 revolutions per minute. This low revolution speed in ratio to the high horsepower is illustrative of the unusual efficiency of the engine. Also, it means longer life, the lower engine speed insuring less wear on engine parts. The low revolution speed is also a substantial factor in lessening vibration. The bore is 3 7/8 inches, stroke 4 1/4 inches. The unusually large crankshaft, which is both statically and dynamically balanced, weighs 28 pounds. This balancing, combined with the lightness of aluminum alloy pistons, further combines to reduce vibration and increase riding and driving comfort and safety.

In addition to freedom from vibration, it is announced that the car is unusually quiet, a great deal of attention having been paid to this feature by the Ford engineers. In the engine, the timing gears are made of bakelized fabric, which is much quieter than metal. The cams on the camshaft have been so designed as to prevent valve clicking.

The coachwork of the car is as distinctive as its performance. There is a noticeable European touch in line and contour. It is not only designed for exterior beauty, but has as well the interior roominess, convenience and luxurious appointments to be

Prices from \$385 to \$570

Tudor sedan	\$495.
Fordor sedan	\$570.
Coupe	\$495.
Sport Coupe	\$550.
Phaeton	\$395.
Roadster	\$385.
Roadster with pickup body	\$395.
Chassis	\$325.
Truck chassis with cab	\$545.
Truck chassis with cab and express body	\$600.
Truck chassis with cab and stake body	\$610.
Truck chassis with cab and platform body	\$595.

found in much higher priced automobiles. On an instrument board of satin-finished nickel are mounted the speedometer, gasoline gauge, ammeter and ignition lock, with a dash-light in center. The new military-type sun visor, with crown roof and round corners, are features of the closed models. Unusually narrow pillars and very wide doors and windows give maximum vision. Nickered radiator shell and headlamps further accentuate the exterior attractiveness, while choices of four colors in pyroxilin finish are offered.

Simplicity in design has also carried to the ignition. There is only one coil, in a waterproof case. There are no vibrators to adjust, and no exposed cables to work loose or short circuit from water. The distributor is located in a readily accessible position on top of the engine.

Centrifugal water pump, large radiator and airplane propeller-type fan provide a cooling system which makes the car very difficult to overheat, except from abuse, such as running without enough oil, or dry radiator.

From 20 to 30 miles to a gallon of gasoline, depending upon driving speed, is the gasoline consumption announced. Feed to carburetor is by gravity.

The oiling system, also a distinctive Ford design, is a combination of pump, splash and gravity feed. The new transmission is of the selective sliding gear type, with standard shift, three speeds forward and one reverse. The main shaft runs on ball bearings, the counter-shaft on roller bearings, and the reverse idler on bronze bearings, a power-saving design unusual on light cars. Shifting of gears is noiseless and easily accomplished, at the pressure of a finger.

Multiple dry-disc clutch, rear axle of three-quarters floating type housed in electrically welded steel, and spiral bevel gear drive are interesting features. The axle shafts carry none of the weight of the car, the wheels running on roller bearings on the housing. Newly developed springs of the transverse semi-elliptic type and hydraulic shock-absorbers prevent excessive up-and-down movement and remove side sway.

Irreversible steering gear, which prevents shocks from being transmitted back to the hands of the driver, makes handling exceptionally easy. Maximum steering safety is further provided by a gear housing of welded steel forgings, and a steel tube steering column welded into the housing, making a sturdy and exceptionally safe one-piece unit.

Ford-designed steel spoke wheels, completely welded into a one-piece assembly, are provided.

There are six models of the new car. They are the phaeton, roadster, sport coupe, coupe, Tudor and Fordor sedan.

WANDERER RETURNS TO PRAISE SPRINGFIELD

Seven states were visited by W. C. Ovington before he returned to Springfield to settle here permanently in what he has found to be the best place in the country to live.

Mr. Ovington sold his farm on R. F. D. No. 3 near here a year ago, and yielded to a desire to seek a new location. He sought the ideal place far and wide, but never was satisfied. Finally, he decided to return to this city, and he arrived late last week. He is looking for property to buy here.

Widows Meet Friday

The Springfield Widows club will meet Friday evening at the home of Mrs. A. B. Van Valzah, it was announced today. The recently organized group has been meeting regularly, and much interest is being shown by the members, Mrs. Van Valzah said.

SPRINGFIELD SPAN PLANS ARE READY

S. P. Delays Game by Failure to File Brief in Second Street Closing Matter; Coburg Residents Present Road Proposition to Commission.

Delayed action on the part of the Southern Pacific company in filing its brief in the second street crossing closing case is all that is holding up final decision by the public service commission on this matter, County Judge C. P. Barnard was informed while in Portland this week at the state highway commission meeting. Officials of the public service commission informed the judge that other parties to the case have now filed their briefs, including the state highway commission, but that the Southern Pacific has taken advantage of a grant of more time in which to prepare their papers.

Until the crossing closing matter is settled, final action looking toward letting the contract for the new Springfield bridge cannot be expected from the state highway commission, Judge Barnard said. However, work has been progressing rapidly on the plans for the highway bridge here, and as a matter of fact all specifications and other data are ready for inspection of prospective bidders, it was said.

Plans in Shape

"State engineer's officials declared that they could have the whole thing ready for letting the contract in 24 hours," said Judge Barnard in pointing out the advanced state of affairs regarding the bridge plans. Similar statements have been made to E. K. Morrison, chairman of the Springfield bridge committee of the local chamber of commerce, who has been in conference with officials of the state highway department, and reported the situation at the last meeting of the chamber.

Mr. Morrison is of the opinion that the highway commission will be ready to ask for bids at the next meeting, to be held late in December.

Officials of the highway department, at any rate, promised both Judge Barnard and Mr. Morrison that the whole thing would be in such shape that as soon as the condition of the river and other conditions would allow in the spring, actual construction on the new highway span here will be started. In the meantime, the ancient bridge which now carries the heavy traffic must sustain the strain after more than 30 years service.

Willamette Project Ready

A contractor's journal is understood to have announced in the current issue that the Springfield bridge plans are ready for inspection by contractors.

Other matters in which Lane county and the state highway commission are jointly interested seem to be in very satisfactory shape, Judge Barnard said upon his return. The commission has let the contract for the grubbing and grading of a unit of the Oakridge-Lowell route of the Willamette highway to Von der Heilen & Pierson, who bid \$126,015. These contractors have promised Judge Barnard that they will get busy as soon as possible, and will have crews working on the project this winter.

Coburg Route Proposed

As announced last week, Tom Greed of Coburg presented to the highway commission the plans for an east side route for through traffic from Alford station through Coburg to Eugene and Springfield. The commission took the project under advisement. This is one of the most important prospective road projects in Lane county, and would provide both an additional highway for through traffic and would open up a fertile farming region of Lane county for better transportation facilities. An 80-foot right of way has been signed up conditional for the route, it was announced.

Contrary to expectations, delegates failed to appear before the commission to urge the state to take over the Prairie road between Eugene and Junction City.

KLOVDALH RESIGNATION DECLARED PERMANENT

The resignation of Simon Klovdahl as city engineer of Springfield has been declared permanent, and that the city is now without an engineer, according to Recorder Ira M. Peterson.

"It is unlikely that we will need the services of an engineer until spring" said Mr. Peterson. "At that time, a new man for the position can be appointed. What work is necessary until then can be hired done."