

THE SPRINGFIELD NEWS

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THURSDAY, OCTOBER 25, 1928

LEGISLATURE TO ACT ON LICENSE FEES

Senator Ed Bailey of Junction City, chairman of the senate committee on license fees, promises that a measure reducing automobile license fees will be submitted to the legislature when it convenes the first of next year. The legislature should be the body to act on license fee revision. That is what we have a legislature for and if the legislators give the subject as much thought as they should a bill should be passed that would both reduce the license fee and protect the state road system.

We in Lane county, who would like to see a change in the automobile license fee, may trust Senator Bailey. We should vote down the Dunne bills and leave the legislature free to act. Otherwise the legislature would not have courage to change the automobile license law in face of the change just made by the people.

There is a certain faction in Eugene who would deprive the university student of his right to vote if certain technicalities can be made to stick. We have no patience with this sort of people who are always trying to dig up some little irregularity to shut the other fellow out because of fear that he may not vote to suit them.

A student 21 years old who declares Eugene his residence and has been duly registered by the county clerk should be allowed all the privileges of any other voter. He must live under the laws enacted in Eugene and be governed by its officials. Why should he not have the right to vote if he chooses?

"The American people have never failed to rise to the occasion in times of emergency; this is an emergency and Hoover is surely going to be elected president on November 6," said James Drain, formerly national commander of the American Legion and one of the most popular members of that great body. Mr. Drain spoke at the court house under the auspices of the Republican Central committee. He has been a friend and advisor of every president since McKinley and knows presidential timber when he sees it. He pays tribute to Smith but says he is not nearly of the high calibre of Herbert Hoover.

"During my three week visit in the East I found no signs of business depression, and all indication apparently are for continued prosperity," writes F. S. McGinnis, passenger traffic manager of the Southern Pacific railroad. Apparently he didn't meet Al Smith.

Mr. McGinnis looks for a big winter tourist travel from the east to the Pacific coast.

More than three million people visited our national parks this season—250,000 more than ever before in one season.

A man named Volsted was arrested in Medford on a liquor charge. That's a Volsted act from the other side of the fence.

TRIBUTE TO A TEACHER

Students of the University of Washington and Oregon throughout the world will feel sad to hear the news of the death of Colin V. Dymont. Seldom is there a teacher who took so much personal interest in his students. For one who had gone to school to him a meeting in recent years was like renewing a book of past memories. He was a great letter writer and he kept posted on his former students scattered in all parts of the county, many now holding responsible positions in the newspaper world.

His letters always carried words of praise and good cheer. One several months old came to the writer in the trenches in Europe. The very same week a class mate of ours hopped off an ammunition truck. The first words he said were "I saw Dymont down the road and he sent his best wishes for your safety." He never missed a chance to praise and make contact with his former students. After the war was over and everyone was hurrying to get home—he remained searching the battle fields for his boys who had fallen and gathering information both dear and valuable to parents of the northwest whose sons had given their all for their country.

Many are those who have lost a dear and inspiring friend in the passing of Colin V. Dymont.

Editorial Comment

THE TRAFFIC BECOMES THE ISSUE

(The American Tariff League)

Apparently the Democratic powers that be have concluded that they can no longer dodge the real issue in this campaign—the tariff.

Late last week, Chairman Raskob offered Dr. Work his resignation and all because of the tariff.

Thus far Dr. Work has not accepted Chairman Raskob's resignation and maybe it is because the Doctor does not want to lose Mr. Raskob.

Then early this week, it was announced that Governor Smith would make a tariff speech, maybe at Louisville on Saturday—and maybe not.

There must be a reason for all this—and there is. Up in Albany when he accepted his party's nomination for the Presidency, Governor Smith was short-sighted and unfortunate enough to pay high tribute to the Democratic Underwood-Simmons tariff act of 1913.

That was a mistake, but it was not the only one the Gentleman from New York has made. On his western tour, he told the farmers that the tariff on their major crops was of no benefit to them, and now they are wondering if this means he is in favor of doing away with the protection given them on wheat, wheat flour, corn, beef, hogs and all the others.

Nor is this all. On this same western tour, Governor Smith told the farmers of the country in so many words that everything they bought, including the shoes on their feet, they bought in a protected market. This is absolutely and irrefutably false, and unless this statement was a deliberate misrepresentation on Governor Smith's part, it is a clear indication of the fact that he knows little or nothing about the tariff. First of all, shoes are on the free list in Paragraph 1607 of the Tariff Act of 1922. And so when the Governor opened his royal mouth on this point, he put his foot in it.

Second, virtually everything the farmer has to buy for use on his farm is on the free list, including agricultural implements and machinery, harness, bricks, cement, binder twine and barbed wire. So again, either the Governor was deliberately misrepresenting the facts or he did not know whereof he spoke, but should have.

Obviously, a structure of such misrepresentations could not be expected to persist long, and thus it comes that unwittingly the Democratic spokesmen have had to give up the false issues with which they were attempting to begot the voters, and take up the tariff. These are purely defensive tactics on their part; they know it and so does the country.

STATEMENT

of Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912, of the Springfield News published weekly at Springfield, Oregon, for October, 1928.

Before me, a notary public in and for the State and County aforesaid, personally appeared H. E. Maxey, who, having been duly sworn according to law, disposes and says that he is the editor and publisher of the Springfield News and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, to-wit:

1. That the names and addresses of the publisher, editor, managing editor, and business manager are: H. E. Maxey, Springfield, Oregon.

2. That the owner is H. E. Maxey, Springfield, Oregon.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any person, association, or corporation has any interest direct or indirect in the said stock, or other securities than as so stated by him.

H. E. MAXEY, Owner and publisher. Sworn and subscribed to before me this 18th day of October, 1928.

(Seal) I. M. PETERSON. (My commission expires June 1, 1932)

As the result of a motor accident, a lady being removed to the hospital was attended to by a doctor, who remarked: "I'll sew that scalp wound for you for four pounds."

Patient: "Good Heavens, doctor. I only want plain sewing, you know, not hemstitching and embroidery."



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An elderly lady entered a shop and asked to be shown some tablecloths. The salesman brought some, but nothing seemed to suit her. "Haven't you anything new?" she asked. The perspiring shopman brought another pile and said: "These are the very newest pattern, madam. You will notice the edge runs right around the border and the center is in the middle."

"Dear me, yes, so it does. I will take half a dozen of those," said the lady.

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My official policy, if elected, will be: Wholesome law enforcement based on justice and equality.
Careful consideration of business
(Paid adv. by Alta King 794 Willamette St., Eugene, Oregon.)

NEW VALUE

Brings New Heights of Public Favor

As a result of the new value offered by today's Pontiac—as a consequence of its greater power, higher speed and smarter style—this low-priced six is winning new heights of public favor... Pontiac Six now provides new motoring luxury. Staunch, beautiful bodies by Fisher—smaller, sturdier wheels with larger tires—an engine of 186 cubic inches displacement—the cross-flow radiator—the G-M-R cylinder head... all these and many other advancements are emphasized by the performance supremacy resulting from new carburetion and manifolding... That's why today's Pontiac Six is attracting thousands of new buyers. That's why it is winning leadership in the low-priced six-cylinder field.

2-Door Sedan, \$745; Coupe, \$745; Sport Roadster, \$745; Phaeton, \$775; Cabriolet, \$795; 4-Door Sedan, \$825; Sport Landau Sedan, \$875. All prices at factory. Check Oakland-Pontiac delivered prices—they include lowest handling charges. General Motors Time Payment Plan available at minimum rate.

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