

THE SPRINGFIELD NEWS

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THURSDAY, JANUARY 3, 1929

It is not enough to be industrious; so are the ants. What are you industrious about?
—THOREAU.

ENCOURAGE WEST SPRINGFIELD

The people of West Springfield in their efforts to create a drainage district to control the floods of the Willamette river should have encouragement both from this city and Eugene. This is a forward looking move and it is evident if the flood problem is ever solved it must be done in somewhat this manner.

Whether West Springfield will be financially able to undertake to dike the district and dredge the river can be told better after a survey is made by competent drainage engineers, the best method found and cost estimates compiled. Until then everyone is guessing as to what the cost will be, and until it is known the residents of this district will be unable to tell whether they can stand it or not. There is land at the northwest side of the city and in the Chase Garden neighborhood that is also menaced by flood and probably will be more so if dikes are built on the other side. We believe it would be proper if people in this affected section on this side of the river are interested to include their land in this drainage district and solve the whole problem at once.

Eugene has extended her city limits into Kincaid park and some day expect to be able to induce West Springfield to come into her city. She should realize that before this can be done the flood control problem, which is the biggest in this district, must be solved and that she should have a part in solving it. Likewise Springfield and the state highway department have interests in this flood situation and should also do their part to help the West Springfield people.

NO STATE PRINTING PLANT

The bill providing for the establishment of a state printing plant by Mississippi and the appropriation of \$600,000 for that purpose has been defeated by the lower house of the state legislature. A committee of the Mississippi Press Association was active in opposing the proposed plan.

Oregon has a state printing plant and we defy anyone to show us where she has saved money on her printing bill by having it. The state might just as well run grocery stores, banks or sawmills as a printing plant. It is these non-governmental functions that eat up taxes and burden the operation of state government.

The upped McKenzie country can be made into the winter playground of Oregon if the right efforts are directed toward this end in the future. The fitness of the region for this purpose has been demonstrated by the Obsidians and there are resort people up the river who are ready to furnish the recreational facilities. What we need now is the advertising, and a more genuine interest in the region by the people of Lane county in general.

Well how many of you still have your New Year's resolutions in working order. If a New Year's resolution is three days old it ought to live forever with good care.

Now that our schools are running again it might be said that another whispering campaign is under way.

When a man starts out to forget his past he usually starts with his debts first.

SCIENCE AND THE FARMER

Science is perhaps the greatest help of the farmer. One out of five prominent scientists in America, Secretary of Agriculture Jardine points out, are engaged in work of an agriculture-chemical nature.

As the result of the extensive scientific agricultural work going on, the percentage of tuberculous cattle has been reduced from 4 to 2 in the last decade.

Hog cholera is no longer a check to hog production. Tick-infested cattle in the South are being reduced in number. Animal parasites have been greatly reduced in number.

Plant research of scientists has saved immense sums to farmers. Many new plants from other countries have been introduced. New plant diseases are guarded against.

Bud selection in the citrus industry has saved the growers of California several million dollars.

The above are only a few of the great achievements of science in relation to agriculture. Reading the news, it seems that a great percentage of the new inventions and discoveries have to do with the farm. Scientists seem interested in the agricultural problems of the nation more than in almost anything else.

That is not surprising, agriculture being the great industry that it is. The surprising thing is that being such a great industry, and drawing the attention of the leading scientific minds of this era, it has been unable to obtain action creating a favorable plan of distribution and marketing of its products.

"ONE-EYE" CONNELLY

"One-Eye" Connolly's name has become a byword. He is the gate crusher par excellence.

He has always got into everything free—everything from a first-night theatrical performance to a fistic heavyweight battle.

No guards could ever keep him out. He had a thousand clever methods. He was expected at all public functions, though nobody ever invited him. He got in—nobody knew how.

He never accepted or bought a ticket for anything.

The other day he attracted a crowd in Brooklyn, New York, and was found guilty of obstructing traffic. He was put into a cell for a brief time, and tearfully complained that his imprisonment was the ruin of his professional career.

We don't see why this happening should spoil his career.

True enough, he was conducted to his cell in a formal manner. He didn't have to "crash" the prison gates.

But then—he didn't have to pay to get in! And he got out free, too.

A half is said to be better than nothing but sometimes our divorce courts show us that some better halves are worse than nothing.

Editorial Comment

A PRECIOUS COMMODITY

Items gathered from casual reading of newspapers for half a dozen days:

Bell Telephone Laboratories has a new deep-sea long distance telephone cable that will make talking to London still easier and more dependable than now.

Mail from New York for France by steamer is carried in from the ship by a plane for the last leg of the journey and letters that left New York on Saturday were delivered in Paris Thursday night.

Buses run under one management from Los Angeles to New York. Time 5 days and 14 hours.

Travelers leave New York at 6 p. m., are shifted to airplane at Cleveland and are in Chicago at 8:45 the next day.

A tunnel that cost 16 million dollars cuts off 27 miles of the Great Northern's route and time between Minneapolis and St. Paul and the Pacific Coast is reduced one and one-half hours.

A handful of items but enough to show that the world never stop its fight for more time.

"Time for sale" is the cry of the railroad, the airplane the telephone and all the other instrumentalities that are bringing mankind together. And there is no commodity more salable than time.—Nation's Business Magazine.

One Handed Typist



Mary Ranney of Cedar Rapids, Ia., born with only one hand, shows remarkable speed and accuracy as a typist. She is employed in an office and also attends business school.

SCIO SEE CASCADE HIGHWAY ADVANTAGE

Extending from Oregon City on the north to Springfield and Eugene on the south is a vast expanse of country reaching back to the summit of the Cascade mountains on the east and comprising one of the most fertile sections of Willamette valley.

Further than this, it holds within its boundaries one of the most scenic sections of the state, including the Clackamas river and its headwaters, Silver creek and its many falls, the North Santiam river, leading to Mill City and Detroit, the Breitenbush Hot Springs, Permelia, Mariol and numerous other lakes, well stocked with fish. This also is the most accessible way of reaching Mr. Jefferson and Jefferson park. Thence further south is Thom creek, reaching now peak, Indian Prairie lake, and the Bay Scout camp on Bilyeu creek; thence through Lebanon, Sweet Home and the Cascade Mineral Springs for a direct route to Bend and eastern Oregon, over the Santiam highway, now under construction, thence Brownsville, Coburg and Springfield, to the famous McKenzie river highway.

All this territory is virtually inaccessible on account of no through highway.

During the years gone by we have patiently waited the state highway construction. Our money has gone to build the Pacific highway, the West Side highway, the Roosevelt highway and their many connections, the construction of the Columbia highway, the Oregon trail and The Dalles-Callifornia highway and connections. But to date no attention has been paid to one of the most fertile and scenic portions of the state of Oregon, comprising probably one third of the population of the valley. It seems pertinent at this time that attention to its development be given by the state highway commission. That it is due the people of this section cannot be denied and the reasons are many.

For the full development of this rich agricultural section we must have direct connection with the seat of markets at Portland.

To make accessible the many scenic attractions of the Cascade mountains we must have roads.

To shorten the distance north and south throughout the state some 25 miles and decrease the over-burdened Pacific highway is a necessity.

To give to the people of this section an opportunity to develop its resources, which now lie idle, is not asking too much.

In driving over the highways of this state one cannot help but notice the remarkable improvements along their routes—new settlers, new buildings, new farms, large tracts of land divided into small farms, meaning more wealth per square mile, and higher valuations. Increase of populations and wealth means a decrease in taxes.

As stated before, we have in this state three north and south roads—Pacific highway, West Side highway, and the route along the ocean—but right here under the very nose of Portland remains an undeveloped section, one of the best and richest in Oregon. We shall now what remarkable changes took place when railroads were built into undeveloped sections, and the same is true today in regard to state highways.

Thousands of automobiles of this sections have contributed to the building of roads in other parts of the state. Why not develop the Cascade section of Oregon along with the rest? Is there any reason? No. Then let's go!—(Dr. A. G. Prill) in Scio Tribune.

Has Mishap—Will Turner, on his way to Springfield to see his brother who is ill here had a mishap with his car. He managed to get into Springfield with the car, but at the present time is waiting repairs.

Here From Asea—Roy Taylor of Asea, Oregon is spending a few days in Springfield with his wife Mrs. Roy Taylor. He is a guest at the home of Mr. and Mrs. H. O. Dibblee.

In Confidence
Readers desiring a personal reply can address Miss Flo, in care of this newspaper.

Are They Old Enough
Dear Miss Vera:

We are girls 14 to 15 years of age and not bad looking. Are we old enough to go with the boys? How old should a girl be when she let a boy take her home? Is a boy of 21 too old to keep company with a girl of 15? Is it all right for a girl of 14 to go car riding with a boy alone? How can I win a boy's love. How can I take another girl's fellow? Is it right for a sister to try to take her other sister's fellow?

B AND B

Dear B and B, you are old enough to have as many friends as you like, boys and girls. Do not devote yourselves to any particular boy friend unless it is with the consent of your parents. It is nice courtesy for a young man to take home a girl of any age.

Dear Miss Vera:
I love a boy dearly. I have never been very popular. When I talk with a boy I can't think of anything to say and when I leave him I think of all the things I should have said. What is the cause of this?

The boy I love is a fine young man, not in my home town at present. Would it be all right for me to write him a letter or should I wait for him to write? I love him so much and often wonder if he

ever thinks of me. I can't think of losing him.

DOUBTING GENE.

Dear Doubting Gene, you are simply a bit shy and self-conscious—this will disappear as you grow older. Perhaps you only imagine that you are unpopular. It will help a great deal if you get that thought out of your head. Act naturally at all times. Make no special effort to "impress" anyone and you may find yourself doing it.

It would be best for you to wait for him to write you. If you do write him, just make it a brief inquiry as to how he is getting on, etc., and say that you would like to hear from him.

Mrs. England Visits—Mrs. D. C. England and children ow Westimber arrived in the city last Saturday to spend the week-end with her mother, Mrs. C. I. Gorrie.

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ENROLL NOW!

WEDNESDAY, JANUARY 2, AND
MONDAY, JANUARY 7

are the enrollment dates for the Mid-Winter Term at the Eugene Business College. It will pay you to investigate this school before enrolling elsewhere.

Eugene Business College

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J.C. PENNEY CO.
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You would be surprised, wouldn't you, if your milkman told you that on Tuesdays and Fridays he would sell milk at half price. Quite naturally you would question the quality of the milk offered you on those days, or you would wonder if you were not paying too much on the other days of the week.

But, of course, your milkman doesn't sell his product that way—nor does the J. C. Penney Company. Both of us realize that our customers must have merchandise of assured quality, priced as near the actual cost of production as possible, plus a fair charge for distribution and handling.

Neither your milkman nor our Company believe in marking goods up one day, in order to "cut prices" the next.

