

THE SPRINGFIELD NEWS

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THURSDAY, MARCH 20, 1930

BACK THE AIRPORT

Springfield is starting its second year with the operation of a municipal airport. The Springfield and Medford ports were the two outstanding airports in Oregon last year, with the exception, of course, the developments at Portland's Swan Island. Medford's development was great because of the large amount of money expended while ours was successful because of the large patronage it received from local people. Thousands of people flew or watched others fly here last season. The grand event was the dedication when over 10,000 people were present.

The Springfield port is starting its second year with new management and with a greater diversity of activity than last year. Besides a flying school and passenger service a machine shop and airplane factory are being added. Improvement is also starting on the runways, so that the large transport planes may land and take off any time in the year.

Airports have been pretty much thought of as depots for air passengers by most cities. While this is important, the local plant side equals it—the local passenger, school, repair shop and service. That is the part of the business that leaves dollars and cents in the community and makes the industry worth while.

Air passengers are of two types—those who go up for pleasure and those who fly because they wish to go somewhere. The joy riders of the air greatly outnumber those who travel for business, just as in the case of the automobile. Any port which is not well located on highways and within easy access for those patrons now seems to be becoming obsolete.

Springfield has been fortunate in the location of her airport for several reasons. She did not have to buy the land and it happened that its location was where there were no obstructions or bad air currents, and directly under the airline from Portland to San Francisco. Then the ground was as level as could be found and the soil of a sandy type that drains readily. Land grading and sanding of runways has cost other cities thousands of dollars. To be a first class field Springfield can develop her airport with but a fraction of the cost to most cities which have not been so fortunate.

The largest student enrollment of any flying school outside of Portland is now receiving instructions at the Springfield airport. With local patronage as good as last year 1930 will see the Springfield airport one of the leaders in Oregon.

FIGHT ON McNARY

Whether Senator McNary has been negligent in working for a lumber tariff or has done all in his power to secure the passage of the schedule is a question which should be fairly determined before ousting the senator. There is no doubt but that McNary has performed long and valuable service to the state and if he had secured a tariff on lumber it would have climaxed all he had done from an industrial standpoint.

The lumber industry is suffering badly. None know it better than the people in this locality who have seen mills working only one week a month. If this continues thousands of people who have followed lumber for a living must turn to some other means of livelihood.

Whilst our mills have been idle, Canadian mills many of whom employ Oriental or Hindu labor, have been working steady. The United States

is the market for this Canadian lumber, and it comes in free of duty—more of it than Oregon produces when her mills are operating full time. On the other hand, if we try to get into Canadian markets, a \$2 duty must be paid.

We have been a strong booster for McNary, but if it can be shown that he has not done his plain duty in support of the lumber tariff, then we are willing to see him changed for some other man. In fairness to McNary and the state, this proof, however, should be conclusive, and not mere allegations.

Early letting of the contract for the construction of the Walthersville-Doyle hill section of the McKenzie highway is desirable. The state and county made an agreement on this section six months ago, yet the contract has not been advertised. Waiting to tear up a road when the heaviest traffic is running over it is not giving proper consideration to the motoring public.

Away of Life by BRUCE BARTON

THE "JUST A LITTLE LATE CLUB"

When I was a commuter I sometimes went to station early to watch the other commuters running for the trains.

I came to know many of them by sight.

There were ladies and old men, infrequent visitors, who arrived long before train time.

There were business men, who arrived one minute ahead.

And—just as the gate was about to slam—there would come piling across the station the members of the Just a Little Late Club.

I used to sympathize with them at first, supposing them to be unfortunates who had missed a car or lost their watches.

But after two years of watching I knew different.

The membership of the Just a Little Late Club does not change from day to day. Membership is not a misfortune; it is a habit. And one of the most exasperating habits in the world.

I was luncheoning with a friend the other day when a "captain of industry" passed us. He began work twenty years ago as an office boy, and today heads one of the great manufacturing concerns of his city.

"A wonderful fellow," said my friend. "Last year I had a long series of negotiations with him about the formation of a new company. It was necessary for us to meet practically every day for nearly three months. In all that time he was never late but twice, and then only for a few minutes. And each time he sent word to me from his office that he would be late."

J. P. Morgan figured that every hour of his time was worth \$1,000, and he had no patience with men who were late for appointments, or who, when they came to see him, did not give him his money's worth in exchange for the time they took.

"It is not necessary for me to live," said Pompey. "But it is necessary that I be at a certain point at a certain time."

And Lord Nelson said: "I owe all my success in life to having been a quarter of an hour before my time."

I hold up the record of these famous men, in the faint hope that it may do some good.

And yet, the hope is very faint. The habit of unpromptness is very tenacious.

If I am fortunate enough to be inside when the gates are closed on the judgment day, I shall know what to expect.

Five minutes later there will be a terrific battering on the gate. St. Peter may be surprised but I shall not be.

When the gates swing open again, there they will be—some of the most lovable and exasperating people who ever lived—panting, apologetic, explanatory to the last.

BASS SEASON CLOSED BY STATE GAME BOARD FOR SPAWNING SEASON

A closed season on bass fishing, between April 15, the opening of the fishing season in this state, and July 1, has been ordered by the members of the state game commission, according to an announcement issued this week. The spawning of the bass at this season is given as the reason for closing the season.

According to Matt Ryckman, superintendent of hatcheries for the game commission, unless the season was closed during the spawning season bass would be eliminated from Oregon waters in a very few years.

"Bass do not spawn like trout, but lay their eggs along the shores among grass, fungus and plant growths," says Mr. Ryckman. "These eggs are exposed and it becomes the duty of the male fish to stand guard. This he does with a vengeance, keeping his eyes constantly on the alert for anything that might disturb the eggs. If anglers were allowed to fish bass the male becomes an easy prey during the spawning season. If a spinner or hook is dropped in the vicinity of the eggs over which he watches, he immediately fights it and is consequently hooked. Thus it is necessary to protect the male bass if they are to be kept in our lakes and sloughs."

All lakes in Deschutes county holding eastern trout will be closed to fishing after September 15 each year, according to a decision reached at the March meeting of the commission. Other streams and lakes included in the closing order are Applegate river and Fish lake in Jackson county for two years after August 15.

TRAINING CAMP DATES ARE JUNE 20 TO JULY 19

Preparations are already being made for the 10th annual Citizen's Training Camp which will be held at Vancouver Barracks, June 20 to July 19, and notices have been sent out to the various organizations advising them of the plans for this year's encampment.

Any young man between the ages of 17 and 24 years, of average intelligence and physique and good moral character is eligible to attend the camp, according to Brigadier General Paul A. Wolf, United States Army, who has been designated to have the charge of the camp this year.

All necessary expenses, including travel to and from camp, food, clothing, and shelter are borne by the government and the instructors endeavor to give their students a combined training in military life, citizenship, and athletic development.

Many applications have already been received, and as each county is limited to a certain quota, the commanding officer strongly urges that those who are sure they want to attend the camp get in touch with their local America Post officers or write to the C. M. T. C. Headquarters at Vancouver Barracks, Washington.

NOMINATIONS WANTED FOR RODENT CONTROL

Several nominations for rodent control supervisors have been sent in to O. S. Fletcher, county agricultural agent, by members of organizations interested in this work. Mr. Fletcher has pointed out that all such nominations should be made to him before March 20, and he will then make the recommendations for appointment to the county court.

2 Glasses Water, Not Too Cold, Help Constipation

One glass of water is not enough—take 2 glasses a half hour before breakfast. You get quicker and better results by adding a little simple glycerin, saline, etc. (known as Adlerika) to one glass.

Unlike other remedies, Adlerika acts on BOTH upper and lower bowel and removes old poisons you never thought were in your system. Adlerika stops GAS and sour stomach in 10 minutes—Relieves constipation in 2 hours.—Flanery's Drug Store.

SAFE DRIVING GLASSES

The speedy driving of today makes accurate vision imperative. How are your eyes?

DRE C MEADE
OPTOMETRIST
14 WEST 8TH AVE

Released from Hospital—L. G. Paris of Mabel, was released from the Pacific Christian hospital on Sunday. He has been receiving medical treatment while there.

At Hospital—Lloyd Shipley, of Wendling, was admitted to the Pacific Christian hospital on Friday. He was suffering from pleura-pneumonia.

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The Letter Reproduced Below is Worth Your Attention

EUGENE POST No. 3

AMERICAN LEGION
DEPARTMENT OF OREGON

EUGENE, OREGON

March 7, 1930

To all Members of Eugene Post No. 3, American Legion: We, the undersigned, do hereby certify that Eugene Post No. 3, American Legion, and its Executive Committee, have entered into an agreement with the Rest-Haven Memorial Association of Eugene, Oregon, whereby,

1. Block Eleven (11) of Rest-Haven Memorial Park has been set aside and reserved by the said Association and designated as the American Legion Plot.
 2. That members of the American Legion or individuals who are eligible to membership therein, and parents of members or individuals who are eligible to membership therein, and families of individuals who are members or eligible to membership therein, and all veterans of the Civil War, the Spanish war and the World War are eligible to space therein.
 3. That the price at which the said property shall be sold is fixed at \$125.00 for regular sections and \$250.00 for A and D sections for one year from the date of this letter.
- We therefore suggest that every person eligible to space in this Memorial Park shall purchase the same as his needs may require and this project has our full and complete sanction, endorsement and approval.

BEN F. DORRIS,
Executive Committeeman.
BARTLETT S. GRAY,
Executive Committeeman.
HOWARD B. FREELAND,
Executive Committeeman.
HOWARD A. HALL,
Executive Committeeman.

GEORGE F. HERBERT,
Commander.
SAM WILDERMAN,
Vice-Commander
A. T. MOSES,
Adjutant.
W. H. BANKS,
Treasurer.

Rest-Haven MEMORIAL PARK

536-7-8 Miner Building

Telephone 830

PINKY DINKY

By Terry Gilkison



Handwritten notes at the bottom left of the page.