

**CIVIC CLUB COMPLETES VERY SUCCESSFUL YEAR OFFICERS RE-ELECTED**

All of the officers of the Springfield Civic club were re-elected Tuesday evening at the meeting held at the Community hall. They are Mrs. C. E. Wheaton, president; Mrs. Carl Olson, vice-president; Mrs. L. K. Page, secretary; Mrs. I. A. Valentine, treasurer, and Mrs. A. B. Van Valzah, reporter.

Mrs. Wheaton and Mrs. Olson gave reports of home demonstration meetings which they had attended at Junction City and the members of the club decided to invite Miss Gertrude Skow to conduct demonstrations at two of their meetings in the future. The first will be held on the evening of February 10. This will be a land-scaping meeting.

The Civic club has had a very successful year according to reports of the various officers. They have raised a considerable sum of money, most of which has been expended for various community enterprises, and have taken an active part in many of the larger events of the past year.

The outstanding achievement of the club, as in former years, has been the presentation of the rose show and children's parade early in the spring. The weather was inclement last spring at the time the roses were at their best so the parade, which is usually participated in by most of the children in the city, was delayed until a later date.

Members of the club took active charge of the dinner which was served to the visiting airmen here at the time of the Pacific Northwest Air Tour during the summer, and have prepared several other dinners for meetings of the County chamber of commerce and other organizations.

Education has also been stressed by the club in its programs. Some new idea for the improvement of the home, either inside or out, has been incorporated in each of the lectures given by visitors.

Two trips, one to Alaska and one to the Hawaiian Islands, were taken via lantern slides and lectures, by the members of the club at their meetings during the fall.

Boarder—Come quick; two rats are fighting in my room.

Landlady—What do you expect for 50 cents a bull fight?

Miss Gush—I just adore caviar, don't you?

Mr. Flush—I seldom listen over the radio and care little for those foreign singers.

With the razing of the old post-office building, the last of Cove's old landmarks is rapidly disappearing. Part of the building was the old Dixie schoolhouse built in the late '60s, and pioneers recall the time they attended school there. The main part of the building has stood for more than 50 years. This is the only one of the six old landmarks not destroyed by fire.

The old town pump in Jacksonville, which has served thirsty residents of the pioneer town for 75 years, is being replaced by a modern drinking fountain. The pump has stood beside the Beekman bank, oldest bank in Oregon, since 1855, and in its time drew water from its well for stage coach passengers and horses. President U. S. Grant is among the famous persons known to have used the water.

Peacock spit, one of the most profitable fishing grounds at the mouth of the Columbia river, is rapidly disappearing under tidal action. The spit is now leased by the Columbia River Packers association at a rental of \$36,000 a year.

**Uncle Sam Goes to Sea Again**

**American Flag Now Flies in Every Port in the World--British Our Only Rival**

(By CALEB JOHNSON)

Uncle Sam has taken to the sea again.

We have been hearing a great deal about the American Merchant Marine, these past few years, but few realize the extent to which shipping flying our national flag has regained the commanding position on the high seas that is used to occupy before the Age of Steam.

Before the Civil war there were so few American ships sailing to foreign shores that our flag was almost totally unknown in many of the most important ports of the world. For nearly sixty years that condition had been getting worse from year to year.

Today the United States ranks second only to Great Britain in the number of our ships engaged in foreign commerce, and only Great Britain exceeds us in the annual volume of ship construction. And that condition is getting better, from our point of view, from year to year.

In the old days of wooden sailing ships the United States led the world. In the first 75 years of our national existence Yankee shipyards built more craft than were built anywhere else.

Our shipbuilders and designers strove to improve their models, until in the 1850's the Yankee Clippers, the towering wooden sailing craft which penetrated to the utmost reaches of the globe, were the fastest and most profitable merchant men afloat. They were at once the admiration and the despair of the British, our only rivals on the Seven Seas.

Then three things happened, almost at once. The iron ship and the screw propeller were introduced into the ship-building picture, and the United States became embroiled in a war between the States.

So long as ships were built of wood and propelled by sails, we had the advantage over everybody else; we had the timber, and the workmen and the expert knowledge of ship construction; we also had a population living almost entirely along the seacoast, with a natural taste for the sea, and from this coastal population we could man our ships with the best navigators and sailors to be found anywhere.

When it came to manufactures of iron and steel, we were woefully behind Great Britain. We had built a good many steamships, to be sure, but they were most sidewheel craft for river and coastwise use and unfit to voyage to China, India and around the Horn, in the wake of the old sailing clippers. We had not trained up a body of seagoing engineers who understood machinery. And just as these innovations began to demonstrate that the day of the wooden sailing ship was past, all of our national energies were concentrated upon our own internal war.

The Civil War over, we found that the British had captured our foreign carrying trade with their iron steamships. We did not worry very much, for we had the problem before us of opening up and developing our own West. Steel ships succeeded iron, but it was almost fifty years before we had developed sources of iron ore, and steel mills to utilize it, in sufficient strength to enable us to divert any considerable part of our product to the building of modern ships. And just as we had got to the point where we could compete on even terms for the water-borne traffic of the world,

another war broke out.

As we had lost our ocean commerce to Great Britain when we were deeply involved in a war, so we began to recapture it when Great Britain got into the greatest war in history. We seized our opportunity, and a comprehensive system of Governmental aid to merchant shipbuilding and operation was adopted, comparing with the Government subsidies with which the British had stimulated their own shipping industry.

Now, as I have said, we are second only to Great Britain, and a very close second; and we are gaining every year.

Last year, for example, 41 percent of all of the ocean commerce between the United States and the rest of the world, was carried in American ships. This year's figures will be larger. In another year or two craft flying the American flag will be carrying more than half of our foreign trade; in another five years we will have regained the position which we occupied in 1860.

There were approximately 5,200 ships under 30 different flags, engaged in international commerce last year. They carried 111 million tons of freight, worth more than eight billion dollars. America ships carried more than 45 million tons of this.

Most of these 5,200 ships are very small craft. We are not building small ships for foreign service, but large ones. Our foreign fleet consists of only 671 general cargo ships and 259 oil tankers, yet they were able to carry almost as much cargo as the remaining 4,200 ships of all the rest of the world carried! And we are carrying cargo and passengers to and from every port in the world.

There are 177 seaports in the United States, including out insular possessions. There are more than 1,400 foreign seaports. Info practically every one of these the American flag has floated in the past year. Fifteen years ago there was not a single American-flag ship plying to African ports; today there are 22 ships under our flag, each making several trips a year to Africa. In 1914 there were just six American ships regularly engaged in traffic with Europe; now we have 236 ships on regular European routes. From five American ships running to South America in 1914, we have grown to 90. There were only five of our ships operating out of Pacific Coast ports to the Far East in 1914; today we have 140 ships running to Asia on regular routes.

And our young men and boys are taking to the sea again, like their seafaring ancestors of the last century. For American ships must be manned, under the law, with American crews, paid wages on an American scale, fed by American standards and otherwise treated better than the seafaring men of any other nation are treated.

Fake—Lucinda paints and powders a good deal, doesn't she?  
Bosch—Yes, when you kiss her it's just like eating marshmallow.

**Honored by Mikado**



Dr. S. H. Wainwright, who for forty years has been a professor in Japanese colleges, has been awarded the Order of the Rising Sun.

**BANK STOCKHOLDERS TO HOLD ANNUAL MEETING**

The annual meeting of the stockholders of the Commercial State bank will be held at the bank tonight. Election of officers of the new year will be made at the meeting. The present officers are Welby Stevens, president; C. F. Eggimann, vice-president; and C. E. Kenyon, cashier. Other members of the board of directors are Mary Kessey and A. J. Perkins.

**BAPTISTS WILL HEAR SERMONS ON REVELATION**

Rev. Ralph R. Mulholland will continue the series of sermons on the book of Revelation Sunday. His morning sermon topic will be "The Church by Satan's Throne", and his evening subject will be "An Open Door in Heaven." The choir will hold their regular weekly rehearsal this evening.

The largest attendance ever recorded at the Baptist Sunday school in January for several years was reached last Sunday, the first Sunday of the membership contest now being conducted.

**MANY LOCAL PEOPLE TO ATTEND BYRD LECTURE**

Many Springfield people are planning to go to Eugene tonight to hear Rear Admiral Byrd give his lecture on his trip to the South Pole at McArthur court. He will show nine reels of films, all of which were taken while on the trip to the pole and while in camp awaiting favorable weather. The explorer is expected to arrive in Eugene at noon today on one of the West Coast transport planes.

Kopweh—Do you think the dead can communicate with us?

Harruhr—I know they can't. Once I managed to borrow a dollar from a Scotchman. A week later he died, and I haven't heard a word since.

Minnie—Do you buy shoes that pinch?

Tonka—You should hear my husband holler when he gets the bills for them.

Dusty Ike—Please, sir, I've a sick wife—could you help me out?

Business Man—I can give you a job next week.

Dusty Ike—Too late! She'll be able to go to work herself by then.

**JOAN CRAWFORD STAR OF McDONALD PICTURE**

Joan Crawford reaches the pinnacle of her interesting career as the heroine of "Paid," which opened last night at the Fox McDonald theatre, as a talkie version of Bayard Vellier's celebrated stage play, "Within the Law."

The role of Mary Turner becomes amazing realistic in Miss Crawford's understanding hands.

The picture starts off with the courtroom scene in which Mary Turner is sentenced to the penitentiary for a crime she did not commit. Embittered against all society, she plots the downfall of the man who sent her to jail. Gaining her freedom seven years later, she becomes the head of an underworld gang who commit all sorts of crimes, but are clever enough to appear to be just "within the law." The climax comes when she falls in love with the son of the man who sent her to prison and becomes embroiled in a gang killing.

Opening a three-day run on Sunday, red haired Clara Bow makes her bow to Lane county audiences in a new type of role, in "No Limit," which blends dramatic action with romance and laughter. Harry Green and Stuart Erwin handle two comedy roles in "No Limit" to the best of their abilities, and according to preview criticisms, the picture is slated to surpass anything Clara Bow has done in the past.

The theme, oddly enough, is based on the much publicized controversy in which Clara found herself after returning from Calveva thinking she had been using 50 cent chips, only to find they were valued at a hundred dollars a chip.

**VETERAN MARINE HERE ON FURLOUGH VISIT**

Edward Brown, United States marine, stationed in the Philippines Islands for the past twenty-seven months, is now visiting friends in Springfield and vicinity. He has been in the service for the past eighteen years and has been stationed in most of the principal countries of the world. He is staying at the American hotel while in Springfield.

**EUGENE CHAMBER LEADER SPEAKS TO LIONS FRIDAY**

The tendency of Oregon citizens to laud the advantages and beauties of other states and to forget to say anything about their own was the subject of the address made by A. F. S. Steele, secretary of the Eugene chamber of commerce in addressing the local Lions club at its luncheon Friday noon. Mr. Steele urged his audience to learn and say more about their state whenever they had the opportunity.

**BROOM TRIAL TO START IN EUGENE ON FRIDAY**

Trial of Jesse A. Broom, charged with transportation of liquor, will be held in justice court in Eugene Friday afternoon at 1:30 o'clock. He was arrested by deputy sheriffs last Friday near Coburg. He is alleged to have been transporting 36 gallons of moon shine from Portland to Klamath Falls. He was given a preliminary hearing before Dan Johnston, justice of the peace, Saturday and pleaded not guilty. He is being held under \$2500 bail which he has not furnished.

**PAST WORTHY MATRON HONORED ON SATURDAY**

Sixteen past officers and specially invited guests were entertained Saturday afternoon at the home of Mrs. Gertrude Wilson, newly installed worthy matron of the Eastern Star. A copy of the ritual with Mrs. Wright's name embossed on the cover was presented here during the afternoon. The gathering was the annual entertainment given by the new worthy matron for the outgoing officials. Assisting Mrs. Wilson were Mrs. C. E. Wheaton, Mrs. E. E. Fraedrick, and Mrs. C. A. Swarts.

The officials who retired at the first of the year were: Mrs. Wright, worthy matron; C. A. Swarts, worthy patron; Mrs. Wilson, associate patron; Mrs. E. E. Fraedricks, conductor; Mrs. Pearl Schantol, associate conductor; Mrs. C. A. Swarts, secretary, and Mrs. C. E. Kenyon, treasurer.

**MRS. KENYON HOSTESS FOR KENSINGTON GROUP**

Members of the Kensington club were entertained Friday afternoon at the home of Mrs. C. E. Kenyon. Those present were Mrs. W. N. Dow, Mrs. Clarence Chase, Mrs. Lawrence May, Mrs. J. T. Moore, Mrs. Levi Neet, Mrs. C. E. Swarts, Edna Swarts, Mrs. W. K. Barnell, Mrs. Charles Poole, Mrs. Harry Whitney, Mrs. W. C. Wright and Mrs. J. C. McMurray. The next meeting of the group will be held in two weeks. Mrs. Barnell and Mrs. Poole will entertain with a 1:00 o'clock luncheon at the Osborn hotel in Eugene at that time.

**MRS. CURTIS ENTERTAINS PRISCILLA CLUB FRIDAY**

Mrs. William Curtis won the first prize in the series of guessing games at the meeting of the Priscilla club which was held Friday at the home of Mrs. Norman Howard. Mrs. T. Charrett of New York City and Mrs. Brown, mother of Mrs. Howard were guests at the meeting. The members present were Mrs. J. M. Larson, Mrs. John Parker, Mrs. M. J. McKy, Mrs. L. E. Bastford, Mrs. Riley Snodgrass, Mrs. William Rouse, Mrs. William Curtis and Mrs. William Stearmer.

The next meeting of the club will be held on Friday, January 23, at the home of Mrs. J. M. Larson.

**BAPTIST YOUNG PEOPLE ATTEND DISTRICT MEET**

Several members of the Baptist young people's union of the Baptist church attended the district rally meeting which was held at the Eugene Baptist church on Saturday and Sunday. Miss Ruth Carlton, vice-president of the district, presided in the absence of the president, Rev. Mulholland took an active part in the meetings.

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