

THE SPRINGFIELD NEWS

Published Every Thursday at
Springfield, Lane County, Oregon, by
THE WILLAMETTE PRESS
H. E. MAXEY, Editor

Entered as second class matter, February 24, 1903, at the postoffice,
Springfield, Oregon

MAIL SUBSCRIPTION RATE
One Year in Advance \$1.75 Three Months .75c
Six Months \$1.00 Single Copy .5c

County Official Newspaper

THURSDAY, AUGUST 4, 1932
NATIONAL COWARDICE

To our mind the excessive use of force to eject the bonus army from Washington, D. C., was uncalled for and an atrocious violation of human rights, brought about by excited city commissioners of the capital city who made false representations to the president, as to the gravity of the danger.

Granted that the so-called bonus army may have been occupying otherwise vacant government property their ejection with tear gas and bayonet is just as logical as for a landlord of this city to evict a tenant who has not paid his rent, with the aid of a policeman and a sack full of tear gas bombs. If this method was being used now in these times hundreds of thousands of homeless people would be living in the unsheltered streets.

The remnant of the bonus army left in Washington are a homeless unemployed crowd of men and women who are only asking a chance. For the most part they are people who would be glad to work at any job and no doubt would be glad to have a good job rather than the two or three hundred dollars remaining on their adjusted service certificates. But they have gotten neither and now are being driven from pillar to post, unwanted by any city, in a country they once fought for to keep out of German bondage.

This condition is a national disgrace. It should be upmost in the minds of both political parties instead of all this quibbling about prohibition, the St. Lawrence waterway, the building of a bunch of postoffices and other projects of doubtful value. Yet there was not one constructive word said about it either at the Chicago conventions or in congress. No nation with abundant natural resources can expect thousands of its citizens to starve in the streets peacefully. Nor can any nation rely on its army to continue to force people to do it. What went on in Washington was only a temporary postponement toward solution of a grave problem. Such a condition endangers human safety, property rights and signals the downfall of any government. Not to face it is national cowardice.

THE UPSWING HAS BEGUN

Everywhere we hear speaking more hopefully than even a month ago. That mysterious something which some folks call "public psychology" has definitely changed. Instead of talking "depression" we hear business men, workers, bankers and manufacturers talking of "better times ahead."

That is not all that is needed to put us back on a sound working basis, but without such a change of mental attitude we would never have a chance to come back. Faith is as essential in business as it is in religion. When folks believe that things can be done, they usually find a way to do them; when they do not believe that anything they can do will do any good, effort ceases.

What has happened is that faith in America and in our American system is coming back. People are no longer afraid. And as fast as that new faith spreads, just so fast will economic conditions improve.

There is no lack of money in America; the lack has been in confidence in investments. Too many people were stung by speculative schemes in the guise of investments, to encourage them to put money they have since accumulated into anything but the soundest and most proved enterprises. But now money is beginning to come out.

We were interested to see the report of the savings bank deposits in the United States for the past few years. They have been growing steadily since 1926, until now 52 million Americans have more than 28 thousand million dollars in this form of reserve alone, an average of more than \$500 each! Most of this money will not be easily lured into speculation, but much of it will go into new homes, into small business enterprises, into a thousand other solid and productive investments as soon as the return of confidence becomes thoroughly manifest.

DIG THE FLORIDA CANAL

It seems to us that this is the time of all times to begin digging that deep-water canal across the neck of the Florida peninsula. While we are preparing to build the St. Lawrence deep-waterway along our northern border at a cost of 258 million dollars, it looks to us as if we should not wait to put a lot more money and men at work in the South, also.

The Florida canal definitely comes in the class of self-liquidating public works for which the Reconstruction Finance Corporation is authorized to lend its 3,800,000,000 of resources. It will cost, Army engineers estimate, about \$200,000,000. That is a small sum as money is counted in these days. It will take several years to complete it, but when it is finished it will save so much time and money for ships plying between Gulf ports and the Atlantic seaboard that it will pay for itself in tolls in a few years.

The Panama Canal last year, in spite of depressed foreign trade, earned \$12,000,000 above the cost of operation. After paying the interest on the \$125,000,000 of Panama Canal Bonds, this left \$9,000,000 profit. There is much more ship traffic between the Gulf of Mexico ports and those on the Atlantic coast than there is going through the Panama Canal annually. At a much smaller toll per gross ton, the Florida canal could earn as much as Panama does.

We understand that application is being made to the Reconstruction Finance Corporation to finance this enterprise. We hope that it will be one of the things done speedily.

The coast highway association in meeting Sunday passed resolutions asking for a federal loan to build the five needed bridges on the new Oregon highway. They would make these bridges self-financing by tolls. This program is carried out would mean \$3,000,000 in employment relief work. Since this newspaper was the first and only one in Oregon to make the suggestion as a self-financing project, we view the action of the Coast association with satisfaction.

A candidate for the state senate in Multnomah county spent \$4780 in the primary election and still has the general election to go through. Is the job worth it?

Two bonus marchers who went to Washington will secure payment now on their adjusted service certificates in full. They are the two who were shot.

Chain stores, the shoe business and the tobacco trade are the only ones reported holding their own during the depression.

Editorial Comment

The Klamath Falls papers showed gross ignorance in their effort to have colleges moved to their city and displayed unbelievable lack of knowledge of the geography of their own state. They spoke of Eugene as a suburb of Cottage Grove. Eugene is a suburb of Springfield, not Cottage Grove.—Cottage Grove Sentinel.

MAN MADE THE TOWN

by RUBY M. AYRES

Thirteenth Instalment

Diana, a young English girl, in love with Dennis Waterman, a married man, undergoes a nervous collapse and is sent to the country to recuperate under the care of Dr. Donald Rathbone, who lives near the cottage where she stays. She finds herself falling in love with the doctor, but still trying to hold Dennis' affection. Linda, Dennis' wife, tells her that she offered Dennis a divorce but he would not accept it. She would have felt compelled to marry Dennis. Diana's love for Doctor Rathbone is tempered by jealousy of a woman named Rosalie, who lives in the doctor's house. At last Rathbone finds that he is deeply in love with Diana, and he confesses to her that Rosalie is his wife.

He had married her out of sympathy, when her husband had been killed in the war. But Rosalie was hopelessly insane. Diana and Rathbone parted, and a letter comes from Aunt Gladwyn calling Diana back to London.

NOW GO ON WITH THE STORY

She could not quite fathom the relationship between Diana and the good-looking man whose voice made her own lonely heart turn over with such wistful memories. She had once thought, but of course, that was too absurd; Rathbone would never seriously consider a child like Diana, though it was quite possible that she might have taken a wilful fancy to him. The creature had known other cases where patients had temporarily fallen in love with the doctor who looked after them, but it seldom came to anything.

Diana went out into the garden. She was full of curiosity to know what Dennis would say to her; she supposed cynically that there would be more lies and pretense.

He came quite early.

The smart two-seater raced up the road and came to a standstill at the gate where last night... Diana knew not pursue that memory. Last night was like some live creature waiting to pounce upon her directly she was off her guard and tear her in pieces.

She opened the gate and greeted Waterman with a smile.

"You're an early bird," she said calmly.

She led the way and as soon as they were in the sitting room Waterman broke out:

"What became of you last night? I was worried to death. I thought something dreadful had happened. They told me at Palmer's that you had been and had left suddenly."

Diana met his eyes serenely.

"Yes, I ran away," she said.

"Ran away? ..."

"Yes, I found out that I didn't want to see you after all."

"What do you mean?"

"While I was waiting, Linda came in. It was quite an accident—she was not spying on us."

"Linda? She went to Paris yesterday morning."

"She didn't; she was at Palmer's last night, and we had quite a little talk together."

She was quick to see the sudden suspicion in his eyes.

"It was Linda who made you change your mind," he said savagely.

Diana nodded.

He stared at her for a moment; then he broke out:

"I've told you again and again that you cannot pay any attention to what Linda says. She is a jealous woman."

"Oh, no; she's not in the least jealous of you or of me, if that is what you mean," Diana said calmly. "I'm not at all sure, Dennis, that you don't really like her a great deal better than she likes you."

"I don't understand what you mean. Whatever Linda told you, you can take it from me it is not the truth."

"Isn't it? Not when she said that she had offered to divorce you and that you had refused? I think it is the truth, Dennis."

He took a step towards her.

"It's a damned lie, Diana. You know I've told you scores of times that I would give anything I possess if only she would give me my freedom."

Diana tore his hands from about her.

"It's too late," she said again, and then, breathlessly, "Don't make me hate you, Dennis."

He stood up, his face convulsed with agitation, but now she no longer pitied him; she was only conscious of that sick, ashamed feeling that was almost physical.

He went on pleading, imploring, reminding her of all they had been to one another—all they would yet be. Diana put her hands over her ears. She felt that it was more than she could bear; she felt as if he were trying to strip her naked instead of trying

to cover and protect her, as Rathbone would have done.

She said at last, brokenly:

"If you only knew how you're hurting me."

He misunderstood that, eagerly grasping it as a sign that he was to be forgiven; he made the fatal mistake of trying to take her in his arms.

Diana fled away from him, putting the width of the little room between them, staring at him with wild eyes.

"Don't touch me—don't ever dare to touch me again!" she stammered. They stood looking at one another as if they had been mortal enemies; then Waterman said thickly:

"If I go away now, Diana... I shall never come back."

Diana felt her lips twitching into a smile, but she repressed it and answered gently:

"I'm sorry, Dennis—good-bye."

Waterman left the cottage with as much dignity as he could command. His conscience refused to allow him to admit defeat; he and Diana had quarrelled so often before, and she had always been sorry. Soon-to-morrow or the next day—there would come a letter from her. He knew so well that his contents would be:

Her last night, she received a letter from Dr. Rathbone.

"MY DEAR MISS GLADWYN: I saw Shurey this evening, and he tells me you are returning to London on Wednesday, so in case we do not meet again before then, and it is unlikely, seeing that during the next few days I shall be very busy, I want to impress upon you to take great care of yourself and not to overtax your strength. I am afraid this will read rather like a homily, but you must put it down to my poor powers of expression rather than to any other cause. I want you always to look on the bright side and believe that life is very largely what we choose to make of it, in spite of disappointments and sacrifices. I am preaching to myself as much as to you, seeing that we both have to learn our lessons in the same hard school."

"If I were an eloquent man there is so much I could say, but I know you will understand. Keep a brave heart, and keep well. Good-night once again, Diana."

"Yours ever, 'DONALD RATHBONE.'"

"P. S. I have added the postscript you spoke about on the other side."

Diana turned the page with a hand that trembled; her heart seemed to be turned to water, and there was a mist before her eyes so that for a little while she could hardly make out the last words he had written.

They were:

"I love you as I live once. What else is this to think or talk about. I love you."

CHAPTER XX

Diana's maid Anna drew the curtains back with a sharp little rattle, letting in the morning light.

She was still in London with Mrs. Gladwyn, as that lady had developed a sciatic pain and at the same moment had discovered a wonderful German masseuse who, so she declared, alone could cure it; so after all they had not gone to Scotland.

Six weeks.

Diana lay back on her pillows, letting the tea grow cold.

Six weeks—six months—six years—it was all the same.

lakes have been presumably united behind the movement to make them seaports. The agitation for a twenty-seven foot water-way from Duluth to Montreal has been going on for at least that length of time. A week ago, when the announcement was made that a treaty had finally been negotiated between Washington and Ottawa providing for the carrying out of this immense project, it was hailed by the deep water-way advocates as a great victory.

In a week of that has changed. There is no public project against which so many shafts of criticism have been leveled as are being aimed at this treaty at the present time. Some of the criticism is political, some is economic.

Chicago Now "Doubts"

Chicago has long been ambitious to become a seaport, as a part of that city's ambition to rival New York in every way. If there were a navigable channel twenty-seven feet deep, all the way from the Gulf of St. Lawrence to Chicago, that ambition might in part be realized. But Chicago and the state of Illinois now seem to be lining up against the treaty on the ground that it limits the diversion of water

from Lake Michigan into the Chicago Drainage Canal to 1500 cubic feet per second. Chicago says that that is not enough to maintain a nine foot depth of water for the inland water-way from the lakes to the gulf. So strong opposition to the treaty is already developing in Illinois and in the states to the south and west thereof that are interested in the lakes to the gulf water-way.

Opposition is developing from the state of New York from two or three different angles. There is nothing in the treaty which allocates to the state of New York any part of the \$258,000,000 which the St. Lawrence water-way is expected to cost the United States and President Hoover refused to discuss that point with Governor Roosevelt and the chairman of the New York state power authority, Frank P. Walsh. The fear that New York state will have to spend \$150,000,000 of the \$258,000,000 is one of the grounds of opposition from that state. Another point on which the fight on the treaty will be made is the question of how the hydro-electric power which will be developed along the northern border of New York state will be handled on this

side. Whether the disposition of this electric power is to rest with the state of New York or with the Federal government is a question which is not answered in the treaty.

Some Broader Objections

Another ground of criticism is that under the treaty the Canadian government will have to spend only about one-sixth as much money as the United States, and that almost \$55,000,000 of American funds will have to be spent for Canadian materials, engineers and labor, while there will be no compensating expenditures by Canada for American labor or materials.

Those are only samples of the things that are being said about the treaty as negotiated. Back of all of these criticisms there is a much broader base for the real fight against ratification.

This base is the growing belief that a 27-foot water-way, 1500 miles long, would not accomplish the purpose which it is intended to serve, namely that of making seaports out of Duluth, Chicago, Cleveland, Detroit, Cleveland, Buffalo, Toronto and the other towns on the upper lakes. At the time when twenty-seven feet was fixed upon as the necessary depth to bring ocean-going ships up into the lake country and the effort to develop this water-way was begun, ocean commerce was still mostly carried in small ships. Since then we have had a world war, in which practically all the old ships were scrapped or rendered obsolete, and the new merchant marine of the world consists mainly of large ships, which could not by any possibility penetrate into a twenty-seven foot channel, even if it were economical for them to travel at the slow speed to which rivers and canals limit navigation. In other words, the shipping industry has developed while the St. Lawrence deep water-way project has stood still.

It is estimated by those who know about such things that not more than fourteen percent of the passenger cargo ships engaged in the United States foreign trade and not more than fifteen per cent of the fast all-cargo vessels or tankers now using American ports, could use the new water-way if it were built.

And in Conclusion

In the enthusiasm generated in the Middle West by the advocates of the seaway, very little emphasis has been placed upon the fact that navigation in the upper lakes, from Buffalo to Duluth, ended early in December, when the insurance companies on vessels facing the oncoming ice. Navigation never opens again before March or April, so that, so far through traffic is concerned, the proposed deep water-way would be out of commission for from three to four months every year.

And as a final argument against the proposal, it is pointed out that every important canal, including the Suez Canal, the Manchester Canal, the Panama Canal and the Chicago Drainage Canal, cost from two to three times as much as the original estimates contemplated. The estimate for the United States' share of the St. Lawrence deep water-ways is \$258,000,000. It is more likely, its opponents say, to cost half or three-quarters of a billion before we are through with it. Interest charges on this investment at three percent might easily run to fifteen million or even twenty-five million dollars a year.

Anyway, whatever the merits of the treaty, it is certain that one of the bitterest controversies, perhaps the bitterest since the Treaty of Versailles was rejected by the senate in 1919, is on the cards for the next session.

Cost of Building and Maintaining Necessary Highways Would Be Prohibitive

A fleet of 6,250,000 five-ton trucks would be necessary to move all the traffic now handled by railways in the United States according to William Z. Ripley, Harvard University professor. Such a fleet of trucks would form a solid column 30,000 miles long or a procession ten trucks wide, with trucks fender to fender, reaching from New York to San Francisco.

Mr. Ripley further states is arguing for the railroads that:

It is unbelievable that county, state and federal governments could afford to construct and maintain, at expense to the taxpayer, the additional tens of thousands of miles of improved highway which such truck traffic would require. Even were this possible it is the opinion of Professor Ripley that "veritable chaos would ensue were the nation forced to rely upon the highways alone for commercial intercourse."

Railroads given either reasonably free rein, or protected from unregulated and government-subsidized competition, can quickly adapt themselves to modern conditions, coordinate truck and bus with the rails, and provide a service to the public unexcelled in economy, convenience and speed.

LEBANON BAKERY GETS LARGE OVEN HERE

The large oven of the former Springfield Bakery was dismantled this week and is to be taken to Lebanon where it will be erected in the plant of the Lebanon Electric bakery. Fred Freese is super-

vising the moving of the heavy oven which is built up of close fitting bricks and powdered as bestos.

Fish on River Friday—Mr. and Mrs. Morris Morton and Mrs. Esther Monaco fished on Blue river Friday.

Beauty Aids For Summer

Summer time is here and your complexion won't let you forget it. It reminds you if you are going out in the sun and the wind and surf, you must provide for its welfare.

This store is specially prepared to supply your beauty aids for summer.

KETELS DRUG STORE

Hot Weather Is Here

Warm weather driving makes many demands on your car. You need good gasoline and oil and special attention given to greasing and adjustments. This station is equipped to supply service for every need of your automobile.

"A" Street Service Station

5th and A Streets Springfield

Cool Again

You'll not have to worry about the heat or humidity as long as our fountain serves the delicious wonderful drinks. We make 'em like you like 'em.

Eggimann's ice cream is the champion hot weather dessert. We're always ready with a cone or a freezer full.

EGGIMANN'S

"Where the Service is Different"

TWO PALS for EVERY CAMPER

Whether you're planning a touring trip, going camping or fishing, or just on a picnic... you'll need "good eats" and good light. The Coleman Sport-Lite Lantern and Camp Stove will deliver "right now"... anywhere and any time!

The Instant Lighting Coleman Sport-Lite Lantern is small in size but big in brilliance. Only 12 inches high, weighs only 3 lbs., yet gives up to 136 candle power of pure white light. Pyrex glass globe protects mantle... makes it an indoor and outdoor light.

Coleman

CAMP STOVES and LANTERNS

Coleman Camp Stoves are miniature gas ranges that give real instant-gas cooking service. Light instantly just like gas... no preheating. Cook real meals in an appetizing way... anything you want any way you want it. Everything is built-in. Folds up like a suit case with everything stowed inside.

MODEL No. 242 Light Instantly Ignited Price Only \$9.95
MODEL No. 85—Retail Price \$9.95 Other models as low as \$5.95

THE COLEMAN LAMP AND STOVE COMPANY

MCHTA, KANS. · CHICAGO, ILL. · PHILADELPHIA, PA. · LOS ANGELES, CALIF.

ASK YOUR DEALER

4 HOURS FOR 1¢

TONNAGE OF TRUCKS COMPARED TO RAILWAYS

Cost of Building and Maintaining Necessary Highways Would Be Prohibitive

A fleet of 6,250,000 five-ton trucks would be necessary to move all the traffic now handled by railways in the United States according to William Z. Ripley, Harvard University professor. Such a fleet of trucks would form a solid column 30,000 miles long or a procession ten trucks wide, with trucks fender to fender, reaching from New York to San Francisco.

Mr. Ripley further states is arguing for the railroads that:

It is unbelievable that county, state and federal governments could afford to construct and maintain, at expense to the taxpayer, the additional tens of thousands of miles of improved highway which such truck traffic would require. Even were this possible it is the opinion of Professor Ripley that "veritable chaos would ensue were the nation forced to rely upon the highways alone for commercial intercourse."

Railroads given either reasonably free rein, or protected from unregulated and government-subsidized competition, can quickly adapt themselves to modern conditions, coordinate truck and bus with the rails, and provide a service to the public unexcelled in economy, convenience and speed.

LEBANON BAKERY GETS LARGE OVEN HERE

The large oven of the former Springfield Bakery was dismantled this week and is to be taken to Lebanon where it will be erected in the plant of the Lebanon Electric bakery. Fred Freese is super-

Electricity Is Cheap

REALLY KNEW THE FACTS, you would buy an electric refrigerator at once. The food saving alone will pay for the refrigerator to say nothing about safeguarding your health and that of your family. The amount of electricity required to operate the average electric refrigerator is so small in comparison with the benefits derived that it need scarcely be considered. See your hardware, furniture or electrical dealer today.

MOUNTAIN STATES POWER COMPANY