

THE SPRINGFIELD NEWS

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MR. SCOTT'S ANSWER

Concerning the building of a sidewalk between Eugene and Springfield on the Pacific Highway we print in another column the reply of Mr. Leslie Scott, chairman of the highway commission, to an editorial appearing in this newspaper. Mr. Scott continues to question whether the highway funds derived from the motor vehicles should be used to build sidewalks. At the risk of seeming impertinent we say to Mr. Scott we consider his reply an excuse instead of a reason why the sidewalk should not be built by the highway department.

If Mr. Scott speaks for the motorists and says that their money should not be used for any other purpose than building and maintaining road beds for motor vehicles to travel over then we say the motorist point of view is a selfish one and not even to their own best interests. The object after all is to stop the loss of life that has occurred every year for a number of years on the highway between these two cities. Surely no one who drives over the road can question but that this is a benefit to the motorist. Safety is the first consideration in all highway traffic whether on foot or on wheels.

Then we come to the question of finances. The state highway system is but part of our enormous road system but it is stressed to the point that the remainder is almost forgotten in discussion. The cities have bonded themselves almost into bankruptcy to build streets up to the standards the motorists have demanded. Many of the motorists have not contributed one nickel to this expense while many a property holder has lost his home or labored long and hard to pay off the lien that resulted from building a wide paved street that his local travel did not justify. Then this county has floated millions of dollars in bonds and raised millions more by taxation to build roads for the motorists, also the state of Oregon has floated tens of millions of dollars in general obligation bonds (secured by the taxpayers' property) to build these fine roads for the motorists.

Then finally the people waive the personal property tax on motor vehicles and deprive the cities and counties of hundreds of thousands of dollars in local taxation. Added to that the county stands all the expense of collection of state taxation, remitting every dime and this applies to the automobile license fees.

After all this the poor taxpayer has done for the motorist it seems a lack of appreciation for the motorist to say "you can't have any of my money to build a sidewalk. If you must walk, go and build your own." We need a little of the doctrine of the forgotten man in Oregon. If there is a forgotten man he is the taxpayer—until his money is needed.

AN ADMINISTRATION ALPHABET

We went to the trouble the other day to check up on alphabetic bureaus in Washington under the New Deal. We thought we might like to use a few of the letters ourselves, but there doesn't seem to be much left except Q, X, Y and Z. But folks are getting so used to seeing a lot of initials in print, without being sure what they mean, that we thought we'd try to make a sort of dictionary arrangement of them. Here they are:

- AAA—Agricultural Relief Administration.
- CAB—Consumers Advisory Board.
- CCC—Civilian Conservation Corps.
- CSB—Central Statistics Board.
- CWA—Civil Works Administration.
- DLB—Deposit Liquidation Board.
- EC—Executive Council.
- EHC—Emergency Housing Corporation.
- EHFA—Electric Home and Farm Authority.
- FACA—Federal Alcohol Control Administration.
- FCA—Farm Credit Administration.
- FCT—Federal Coordinator of Transportation.
- FDIC—Federal Deposit Insurance Corporation.
- FERA—Federal Emergency Relief Administration.
- FESB—Federal Employment Stabilization Board.
- FHLB—Federal Home Loan Bank Board.
- HOLC—Home Owners Loan Corporation.
- IAB—Industrial Advisory Board.
- JEB—Joint Economy Board.
- LAB—Labor Advisory Board.
- NCB—National Compliance Board.
- NEC—National Emergency Council.
- NLB—National Labor Board.
- NRA—National Recovery Administration.
- PAB—Petroleum Administration Board.
- PIA—Petroleum Industry Association.
- PWA—Public Works Administration.
- SAB—Science Advisory Board.
- TVA—Tennessee Valley Authority.
- USES—United States Employment Service.

We have left out of a lot of initials which were in use before the New Deal came, like those of the Federal Reserve Board, the Reconstruction Finance Corporation, the Veterans Relief Administration and others. But we must not omit to list one set of initials of greater consequence than all the others.

FDR—The man who's running the whole show!

The FAMILY DOCTOR

by JOHN JOSEPH GAINES M.D.

A CASE REPORT

Cerebral hemorrhage! How the term appals us—a bursted vessel inside the brain, causing paralysis! Everybody may well be interested. It's a "grown person's job" to deal with it, either as medical man or patient.

I was called to see a neighbor, age 65 years. A man of very temperate habits; no overweight—no heart disease—no overeating. He had been sweeping snow from a porch.

I found him unable to put out his tongue—unable to speak coherently. Very weak—the right arm and limb perfectly limp and useless. It all came without warning within fifteen minutes. I found the family weeping—the much-loved father had had a "stroke." Of course we got him undressed and put him to bed, he being utterly helpless.

There is much of vital importance in the management of these cases, that the family should understand. It is necessary to keep all indication of alarm from the patient, —sometimes hard to do. Commonly all the relatives and neighbors crowd about the bed. Of course the family physician must be summoned, and a good nurse is worth her weight in gold in such emergencies. Be sure and remember that no emotion whatever must be displayed in the presence or hearing of the patient.

Of course the outcome is related to the extent of the hemorrhage and the general condition of the patient. A temperate life here bears valuable fruit.

If you get out of the affair with a live patient you consider yourself fortunate. The leg may "come back," but the arm may be damaged for life. My patient is doing well.

The Letter Box

Mr. H. E. Maxey, Editor News, Springfield, Oregon.

Dear Sir:
In your issue of March 1 you discuss the question of sidewalk construction by the State Highway Department between Eugene and Springfield Junction, and question my statement that "The funds of the State Highway Department, being derived from the motoring traffic, should seemingly be applied to the improvement of highways, and not to the construction of sidewalks." You say that neither the Pacific Highway nor other state roads in Lane county have been wholly built with the money of motorists.

I expected this reply to be made and do not take issue with it directly. I am interested in your comment on my statement and believe that you have met the issue in an able way.

Also, you say that construction money has been derived from federal sources which is not the money of motorists. This is also an interesting comment.

Construction of highways is only part of the expense. A large sum of money has been expended upon the maintenance of highways in the ensuing years, and this money, under the present laws must be derived from motorists. The construction of a sidewalk would be followed by long years of maintenance, and it seems to me that the question is a pertinent one whether the money of motorists should be applied to the maintenance of sidewalks.

Again, as to the question of whether federal money is motorists' money, I believe that there is fair ground for saying that the highway money coming from federal sources is derived largely or wholly from motorists. To bring this point before you, I believe that I have only to cite the federal gasoline tax and the federal tax on the manufacture of automobiles. There are also federal taxes on tires and many other things.

But the chief reason for refraining from construction of sidewalks with the funds at the disposal of the State Highway Department, whether local funds or federal, is this obvious fact: the cost will run into hundreds of thousands of dollars and even millions. The highway between Eugene and Springfield Junction is but one sector of 6500 miles of state highways. If the State Highway Department is to build a sidewalk there, it will have to build sidewalks in many other places. This question has been before the State Highway Commission for many years, whether to build sidewalks. Nearly every city and town in the state has presented this question. Portland has done so. Thus far the state has refrained from this construction. On bridges the state has provided sidewalks, but this is obviously necessary.

For current projects of primary highway construction the State Highway Department has \$3,000,000 from federal sources to apply on \$100,000,000 of projects throughout the state. It is obvious that very little construction can be done with this \$3,000,000 compared with the aggregate needs. If the State Highway Department is to launch upon a state-wide policy of sidewalk construction, which it will have to do if it builds a sidewalk between Eugene and Springfield Junction, this will deplete funds for highway construction. There will be less money for the construction of the Willamette Highway, less for improving the McKenzie River Highway, less for improving the Pacific Highway,

less for building a new highway between Junction City and Eugene. A policy of general sidewalk construction through the state will delay highway projects and make longer waits for needed improvements in highways than the people of this state are now struggling with.

In other words, this is a practical question. The Highway Commission is not unwilling to build sidewalks but it believes that its first duty is to build highways. There is no question that a sidewalk is needed between Eugene and Springfield Junction, but under the circumstances it seems incumbent upon local agencies to build such a sidewalk. Clearly, such a sidewalk if for local use more than for state use. Clearly also, such a sidewalk will improve local property. It would seem the proper business of the county or the city or the local district to build such local utilities.

I am glad to comment on your editorial remarks and I trust that you will receive these words in the spirit of cordiality in which they are written.

I am taking the liberty of sending copies of this letter to Mr. Nelson, Editor of the Junction City Times, to Mr. Anderson, Editor of the Eugene News, and to Mr. Sawyer, Editor of the Bend Bulletin, who have made comments similar to your own.

Yours Truly,
LESLIE M. SCOTT, Chairman.

IN LITTLE OLD NEW YORK

by CARL H. GETZ

New York—supposedly sophisticated New York—or at least that part of its femininity made so world-wise by the movies out of Hollywood—made life miserable for Clark Gable last week when he appeared in person at one of the movie houses. . . . It was the same house the cops lined up to protect when Sister Almee Semple McPherson appeared. Alas, the cops hadn't been needed then. But they almost called out the riot squad for Gable. He tried to get out of the theater a couple of times and had handkerchiefs stolen out of his breast pocket every time. "If you pin them to your suspenders," says Gable, "they might pull your shirt off. . . . I know him personally," said one big blonde, "cause I got a very nice letter from him once, and an autographed picture." Patrolman O'Neil nearly called the wagon for her.

Circumvention. They tell me that's a big word for beating the law. So the powers that be are going to prohibit the sale of "alps" in liquor stores in New York because of complaints that the little two-ounce-for-twenty-cents bottles of whiskey and gin are being consumed on the premises or in nearby alleys. Half-pints will be the smallest quantity sold in liquor stores. . . . Ho-hum. You can't buy just enough to get warm. It must be enough to get tight.

There's one man in New York that has 239 jobs and gets paid for only one. He says that today it might be 239, but hurry, because tomorrow it might be 241. His titles read, "E. P. Summerson, Secretary," and then the names of 239 companies. It all came about when General Electric's offspring became parent of a whale of a lot of public utilities with children and adopted children of their own. Mr. Summerson is secretary to most of them.

The United States stamps in the

Arthur Hind collection were auctioned off at a trifling \$245,000 at the Waldorf-Astoria Hotel last November. The rest of the collection has been purchased by a British syndicate for an amount believed to be something over a mere half million!

This Week IN WASHINGTON

BY RADFORD MOSLEY

Washington, March 22—The popular expression nowadays when two political observers meet—and everybody in Washington is either a politician or a political observer—is "Well, the honeymoon's over." The reference is, of course, to the love-feast in which the president, congress, business, industry, agriculture, labor and all the other elements of the American population have been sitting together for the past year. And what is implied in the phrase is that Mr. Roosevelt is not so likely to have everything his own way from now on. He probably will get most everything he goes after, for another year or so to come; but he will have to fight for what he gets, or much of it.

There is, as yet, no effective organized opposition, either within or without the Democratic party; nothing whatever that can be called organization among the Republicans, who are in a good deal of a mixup among themselves as to what policy to pursue or whether to sit tight and await developments. But there are many minor manifestations of dissatisfaction, some of which contain the seeds of future trouble for the administration.

First Serious Stumble
Mr. Roosevelt, however, is an adept at meeting trouble. The most serious trouble that he has faced thus far is the uproar over the cancellation of the air mail contracts and the effort to carry on the air mail by the use of the Army's planes and flyers.

The death of ten young army men in the first two weeks, and the doubt as to whether there had been sound ground for the barring of commercial companies from the mail routes aroused a storm of protest here among Democrats as well as Republicans, which the president met by ordering mail-carrying by the Army suspended except under the most favorable conditions and starting the machinery for the restoration of the air-mail services to commercial companies equipped and manned to perform.

No better proof could be adduced of the president's political acumen than the appointment of Col. Lindbergh on the committee to investigate the whole subject of army and commercial aviation.

Outcome—Better Service
One outcome of the whole air-mail matter is to force into the consciousness of the American people and of many in Washington who did not understand the facts, the Governments air services are away behind those of commercial companies, in speed, quality and equipment of planes and in the skill of their aviators. This is the result of several factors, one of them being the fact, of course, that army and navy flyers are trained for only one thing, which is war; and a fighting plane is not intended to carry cargo or passengers or to make scheduled flights "blind" at night.

Another important factor, however, is the governmental idea, which applies to everything any government does, of "standing pat on fixed ideas and designs for everything. So army planes are

equipped with engines which were discarded as inefficient by commercial concerns several years ago, built to designs which make speed impossible. And the army flyers are still getting the same sort of training they got during the war.

The Promised Veto
There is a general feeling here that the president's promise to veto any bill for increasing payments to veterans will not have a very serious reaction on his political popularity. Congress will pass such a bill, because it seems necessary to a good many congressmen to go on record in favor of it, if they want to be re-elected—as all of them do. But it is believed here that there is a strong public sentiment against this particular form of governmental extravagance.

Even the president's closest friends concede that he will not have such a unanimous congress next year. There will be a good many Republicans elected to succeed Democrats next November. There does not seem to be any sign at this time, however, that there will not be a comfortable Democratic majority in the house and senate—unless something unforeseeable happens between now and election. And the president's dominance is so great that he can afford to lose a good deal of his ascendancy and still be in full control of public affairs.

There is a growing belief that the president is not so greatly influenced by some of his radical advisers as had been supposed, but on the contrary is genuinely concerned with maintaining the existing capitalist system, merely attempting to put into effect such reforms as would make it more difficult for business to prosper by trickery and swindling.

No One Hurt
Some of the proposed legislation which the president entrusted to others to draft came out of the mill with a lot of radical and destructive provisions, which unduly alarmed many business men and conservatives generally. It looks now as if little of that sort of legislation were going to be enacted.

The so-called "Tugwell bill" which would greatly cripple the food and drug industries and curtail advertising does not now seem likely to be enacted, even in its present modified form. Neither does the bill for the regulation of stock exchanges, in anything like the form in which it was introduced. That bill, as drawn up by the "hot dogs" of the administration, artfully concealed many socialistic ideas, which might easily have resulted in putting a complete end to investment in securities. Instead of it, a moderate measure drafted by Secretary of Commerce Roper probably will be adopted.

If the reader does not understand the implications of the phrase "hot dogs" he should remember that the great leader of the radical element in the administration is Felix Frankfurter, and his young disciples come by their nickname naturally.

Arm Broken—David Poindexter, small son of Rev. and Mrs. Deas C. Poindexter broke his arm while playing last week.

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Water with meals helps stomach juices, aids digestion. If bloated with gas add a spoonful of Adlerka. One dose cleans out poisons and washes BOTH upper and lower bowels. Flanery's Drug Store.

HOW WOMEN CAN WIN MEN AND MEN WIN

The Favor of Other Men

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But don't take salts, mineral waters, oils, laxative pills, laxative candies or chewing gums and expect them to get rid of this poison that destroys your personal charm. If you can't do it, for they only move out the tail end of your bowels and that doesn't take as much of the de-cayed poison. Cosmetics won't help at all.

Only a free flow of your bile juice will stop this decay process in your bowels. The one mild vegetable medicine which starts a free flow of your bile juice is Carter's Little Liver Pills. No calomel (mercury) in Carter's. Only size, mild vegetable extracts. If you would bring back your personal charm to 19 in 30, start taking Carter's Little Liver Pills according to directions today. 25c at drug stores.

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The Willamette Press

Opposite P. O. Springfield

One Can Stand Just So Much

By Albert T. Reid

Albert T. Reid