SAAR VALLEY IS DESCRIBED

Pre-War Picture of Country is Given by Geographic Society

"Ancient castles and mines, old monasteries crowded by new factories which sometimes usurp historic abbeys, wooded and jagged hills dimmed by a pall of smoke." Such is the pre-war picture of the Saar Valley, contained in a bulletin from the national geographical society.

"Prized for its precious coal deposits, among the richest in Europe, this valley which now is playing such a conspicuous part in the peace conference deliberations is a highly compact area when compared to American coal fields," the bulletin continues.

"The Saar Valley, strictly speaking extends along the Saar river from Conz, where it empties into the Monselle, five miles above Treves, southward into Lorraine where the the river is artifically extended to the Rhine and Marne canal, an airline distance of less than 75 miles.

"The coalfields themselves lie about Saarbrucken. They cover about 70 square miles and before the war produced some 10,000,000 tons a year. That tonnage equals a third of the annual coal output in France. But the extent seems small when compared with the 16,000 square miles of the Pennsylvania belt, and the yield is but one-forieth of the coal mined annually in the United States.

"Thus, not all the Saar valley, it is evident, is a mining region. Toward the mouth of the little river are vineyards, often planted in the beds of the former loops of the river before it carved out more direct courses, from which came a portion of the famous Moselle wines.

"Moselle wines are older than the Rhine wines. Vines were planted along the Moselle less than three centuries after the birth of Christ. A Latin poet, Ansonius, sang their praises in 'Mosella,' wherein he also mentioned a royal villa whose remains are to be seen to this day at Conz.

"Traveling up the Saar the peaceful vineyards soon seem far away amid the hum of industry from many a small manufacturing town. The valley is populous but there are no large cities. The industries are scattered through many small towns, such as Saarburg, Saariouis, Serrig, Merzig and Taben.

"Near the Lorraine border is Saarbrucken, metropolis of the region with only 30,000 population. Not all the coal mined in the Saarbrucken fields, by any means, is used in local industries. Much of it went, before the war, up the Saar and through the canals to Italy and Switzerland.

"Saarbrucken, but 40 miles northeast of Metz and 45 miles from the French border, was the Fort Sumter of the Franco-Prussian war, scene of the first and last success of the French arms in 1870, and the one brief foothold the French gained on German soil. There Napoleon II, with his son at his side, led the unprepared French forces against a van guard of the army of Prince Frederick Charles. The Germans practiced an adroit sort of camouflage. Day by day the same soldiers would appear in different uniforms and new caps, leading the French to believe they were opposing a much greater force than was on hand at that point.

"When the Emperor's son fired the first mitrailleuse the war was on, the Prussians retreated in a few hours, and in Paris the victory was hailed as a smashing initial success. Later it was learned that fewer than 100 men were killed on both sides. Four days later the Germans recaptured Saarbrucken and proceeded toward Paris.

Nearly every town along the Saar has some historic landmark. At Saar burg are the ruins of the old castle of the electors of Treves; at Serrig is a chapel where Frederick William IV laid away the remains of King John of Bohemia; Taben has many ancient abbeys; at Mettlach is an eighth century home of the Benedictines which was utilized by an earthenware factory more than a century ago; at Merzig is a Roman cathedral of the 12th century, and Saarlouis is the birthplace of Marshal Ney. An old castle at Saar brucken saw the rule of the counts of Ardennes, the proprietorship of Nassau, the garrisons of France, the iron rule of Germany, and now awaits the decision of the Paris conference for its future fate."—Ex.

NEWS OF WESTERN OREGON ROADS

Road Information for Motorists, Campers and Sportsmen

Santiam Wagon Road—Road is closed between Cascadia and eastern boundary of the Santiam National forest. Passage is possible for footmen only. Work has begun on this road and it is expected it will be in fair condition for travel by July 1. Because of several dangerous bridges the road should not be traveled by vehicles at present.

Roseburg-Peel—Open and in fair condition between Roseburg and Peel. Is passable for light cars at the present time, and for heavy machines as far as Glide. Road is being scraped and will soon be smoothed up and put in condition for summer travel.

Riddle-Drew—Open and in fair condition between Riddle and Tiller. Road is closed between Tiller and Drew because of a condemned bridge at Tiller and grades too steep for safe auto travel.

McKenzie Highway—Open and in good shape between Eugene and the Blue River. In fair condition, Blue River to Lost Creek Ranger Station. Closed on account of snow between Lost Creek Ranger Station and the summit.

Willamette Road—Open and in fair condition between Eugene and Rigdon. Closed by snow between Rigdon and Summit.

Grants Pass-Crescent City Stage Road—Good condition, Grants Pass to Kerby. Rough but passable, Kerby to summit of Oregon Mountain. Good condition from summit to Crescent City.

Crescent City-Gold Beach—Open and in good condition between Crescent City and Brookings. Rough and muddy between Brookings and Gold Beach.

Cottage Grove—Disston—Open and in good condition between Cottage Grove and Dorena. Closed between Dorena and Disston. No detours possible. Will be open about June 1. Good fishing, hunting and camping along this road in season.

Klamath Falls-Crater Lake—Open and in fair condition between Klamath Falls and Fort Klamath. Closed by snow between Fort Klamath and Crater Lake National park. No detours possible.

Crater Lake Road—Open and in fair condition between Medford and Union Creek. Closed by snow between Union Creek and National Park boundary. No detours possible. There is about three feet of snow at Union Creek. Road will probably be open July 1.

Three Rivers—The approach to Three Rivers road is impassable through the Grande Ronde Indian agency, owing to heavy rains, adobe character of the road bend and lack of any surfacing material. It will probably be passable June 1. This road is closed for construction work between Dolph and Hebo. No detour is possible at present. Later in the season the Little Nestucca road will be open to travel and the Tillamook country can be reached in this way.

Eugene-Florence—Open between Eugene and Goldson and in fair condition. Closed between Goldson and Florence by mud. No detours possible. Should be open June 1. This road should not be attempted at any season of the year except by experienced drivers. There are many narrow, long, steep grades and sharp turns and few turnouts, on some of the sections.

Scottsburg-Allegany—Open and in fair condition between Allegany and Loon Lake. Closed between Loon Lake and Scottsburg, due to heavy washing by winter rains and the rough steep nature of the road bed. It is now in dangerous condition for wagon travel and should not be attempted by motorists.

Alsea River—Open and in fair condition between Corvallis and Alsea. Closed around Missouri Bend and over Tidewater Hill. No detours possible. Should be open by June 1 for light cars. Road is very narrow and in many places there are few detours. Should be attempted only by experienced drivers.

Row River—Open and in good condition between Dorena and Cottage Grove. Closed on account of unfinished construction work between Dorena and Disston. Should be open by June 1. This is a good summer road, with plenty of fishing and hunting in season. There are suitable camping places with good water.

Bandon-Gold Beach—Open between Bandon and Gold Beach and in passable condition for light cars.

Barlow-Oak Grove—Open and in fair condition between Portland and Twinbridges. Closed on account of snow between Twinbridges and Camas Prairie. Will not be open before June 15. Automobiles should always carry their chains on this road.

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SUMMONS

IN THE CIRCUIT COURT OF THE STATE OF OREGON, FOR THE COUNTY OF COLUMBIA.

Augusta Morris, Plaintiff,
vs.
J. A. Morris, sometimes known as Link Morris, Defendant.

To J. A. Morris, sometimes known as Link Morris, Defendant:

In the name of the State of Oregon: You are hereby required to appear and answer or otherwise plead to the complaint filed herein against you by plaintiff in the above entitled suit, on or before the 24th day of May, 1919, which date is six weeks after the first publication of this summons, and if you fail to appear and answer or otherwise plead within said time, for want thereof the plaintiff will apply to the Court for the relief prayed for in her complaint, namely, for a decree of divorce dissolving the bonds of matrimony heretofore and now existing between you and the plaintiff, and that the care, custody and control of Ross Morris, Myrtle Morris and Charles Morris, minor children of plaintiff and defendant, be awarded to the plaintiff, and for such other and further relief as to the Court may seem just and equitable.

This summons is served upon you by publication by virtue of an order of the Honorable J. A. Eakin, Judge of the above entitled Court, and which said order was made and entered on this 8th day of April, 1919, and requires that this summons be published once a week for six consecutive weeks in St. Helens Mist, a newspaper of general circulation published in Columbia County, Oregon.

Date of first publication is the 11th day of April, 1919.

Date of last publication is the 23rd day of May, 1919.

GLENN Y. WELLS,
Attorney for Plaintiff.
926 Chamber of Commerce Building, Portland, Oregon.

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