

# THE LANE COUNTY NEWS

Continuing the Springfield News and Lane County Star, Which Were Consolidated February 10, 1914.

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SPRINGFIELD, LANE COUNTY, OREGON, THURSDAY, OCTOBER, 21 1915.

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## CAR SHORTAGE RELIEVED BY FEW CARS RECEIVED

A car shortage which has been making itself felt to the Booth-Kelly Lumber company for the past month or more, and which became acute last week when no cars at all were received at the Springfield mill in three days, and but three for the Wendling mill, was relieved to a degree by the receipt of between 40 and 50 cars since Monday. With the receipt of these cars, loading operations were continued into the night both Tuesday and Wednesday evenings.

The car shortage, according to L. L. Lewis, sales manager of the company, is due to demands on other portions of the Southern Pacific.

"Since the dissolving of the old Harriman system," says Mr. Lewis, "the Southern Pacific has not been able to draw on the Union Pacific, the O-W. R. & N. and Oregon Short line for cars as it formerly did, using the system cars, but must return to the owners by the shortest route any cars loaded for the other lines territory. That means that the Southern Pacific would get only the short haul to Portland instead of the long one by way of Roseville, if we are supplied with Short Line or O-W. R. & N. cars. The railroad company, therefore, is trying, as far as possible, to supply cars of its own, but we are pretty near the end of the line, and the demand for cars for southbound shipments exceeds the number of loads coming in, and the railroad, accordingly, has to haul the empty cars this way.

"When the situation became acute, we appealed direct to President Sproule, and he said, 'Get the cars.'

Another reason for the shortage of cars on the Pacific coast is undoubtedly the Panama canal, for that waterway has reduced materially the bulk of rail freight hauled westward. The temporary closing of the canal will cause all Christmas goods for the coast to be shipped by rail, as there is not time for the trip by Cape Horn, and the supply of empty cars on the coast will accordingly be increased."

Mr. Lewis also discussed briefly the agitation by some of the mills in Portland over the new Southern Pacific rate of 17 1-2 cents per hundred on lumber for the northern California points, as compared with the 21 1-2 cent rate from Portland to these same points. Mr. Lewis indicated that the apparent discrimination in making the lower rate apply practically to the city limits of Portland is not real, for there are no shipping mills within forty or fifty miles of Portland from the south, nor are there likely ever to be mills established in this territory.

Portland lumbermen, Mr. Lewis explained, have the natural advantage of water transportation, but at this very time they are protesting new east bound rates which take away the preferential rate which they have enjoyed over the Valley mills into the eastern Oregon and southern Idaho territory.

"We are perfectly willing that the complaint of these Portland

mills should go to the Interstate Commerce commission," said Mr. Lewis, "for we feel that under the established policy of the Commission we will be protected in the small territory that we can best serve.

## KNEW INDIAN WHO DIED AT AGE OF 118 YEARS

Dr. J. E. Richmond was particularly interested in a dispatch in the Monday newspapers telling of the death at Hart, Michigan, of George Shag Na-By, an Indian, who claimed to be 118 years of age. Dr. Richmond lived formerly at Hart, and had seen the aged Indian many a time. The dispatch stated also that neighbors of the old Indian declared he professed to recall clearly events happening nearly a century ago.

## Two Affirmative Arguments Filed

Two arguments supporting the "Jitney ordinance" to be on the ballot November 2, have been filed with the city recorder and will be printed, together with ordinance and will be distributed to the voters of the town, as the law directs. The arguments are written by City Attorney J. H. Bower and by Councilman Carl Fischer. The owners of the motor busses now running between Springfield and Eugene consulted the affirmative arguments, and then decided not to file negative arguments, but to leave the issue to the people.

## STATE TAX LEVY IS NOT LIKELY TO BE HIGHER NEXT YEAR THAN IN 1915

Salem, Ore., Oct. 20.—Although heretofore legislative sessions have been followed with a high tax levy, the present indications are that the state levy for next year will not exceed that for this year—\$3,112,000—as under a law passed in 1913, the state tax commission was enabled to anticipate the appropriations of the last legislature, and distribute them between the present and the coming year. The valuation for the present year was \$932,413,080, and the rate 3.34 mills.

Under the law the state tax commission must make the state levy in December, and until then it will be impossible to determine what the exact levy will be, but the commission is satisfied that it will not be greater than that of this year, and it is barely possible that it may be slightly less. The commission is now engaged in fixing the valuation on the properties held by the public service corporations, and the county ratios. This work, it is estimated, will be completed within a month from now, and the commission will then be in a position to determine the levy. Last year the levy was not announced until the latter part of December.

Following the legislative session of 1913 the state levy for 1914 was \$4,165,000, while that for 1913 was only \$1,122,000. When the levy for 1913 was fixed the commission was unable under the law to anticipate the legislative appropriations of the session of that year and consequently had to cover all of the levy for 1914, making it unusually high.

Right of way deeds are all secured for Sutherlin railroad and it is announced work will start at once on the grade for the Sutherlin Coos Bay and Eastern.

## Former Springfield Citizen Wounded in European War

M. L. France yesterday received a very interesting letter from J. A. Glen, who was telegraph operator at the local S. P. Station for a year or more, until last August. Since then he has joined the Canadian troops, has been wounded, and is now a lieutenant in Canadian army. His letter telling of his experiences since leaving Springfield, is as follows:

Toronto, Ont., Oct. 14, 1915. Lo People:

This is going to be somewhat of an experiment as it is over a year since I have been in Canada and I have lost track of nearly everyone I have known but will address this note to you at Springfield and it may happen to get you if you haven't moved.

Just a rough outline of my whereabouts since I saw you people last may be of some interest.

After leaving Springfield, came east as far as Chicago then up to Winnipeg and was there when the war broke out. Enlisted with the Canadian Engineers and was given a commission with the Signal Corps sailing for England last October with the 1st Canadian Expeditionary Force about 30,000 troops all told including artillery and everything necessary. A fleet of 21 ocean liners carried us across and we were convoyed by eight cruisers and a dozen or so destroyers and mosquito craft. Quite a mob and quite a sight I can assure you.

Went into training at Salisbury Plain and left for the front in March, being in England about four months.

do a devil of a lot of serious Case in France then was gradually worked forward through the second and third lines until we occupied the fire trenches on the front. Could sit and write for several hours of the conditions there and can remember every day almost as it happened along. When conditions are driven home accompanied by ear-splitting shell and machine gun fire with an occasional burst of rifle fire that would take your breath away, almost. You don't do very much forgetting. In fact, you do a devil of a lot of serious

thinking if you never did before in your life.

During March and April we had very heavy rains and the trenches were flooded. Everyone had to stand for days at a time wet up to the knees and plastered with mud. Say maybe the Springfield didn't look good to me. Went through the advance of Neuve-Chapelle without a scratch but nearly all the boys I chummed with never answered the roll call that night.

There is nothing very romantic about fighting today I can tell you. You are down in the trenches all the time living in dug-outs like a bunch of Codgers. Show the peak of your cap above the sand-bag parapet and—ping you have a neat little hole drilled through it. It is the shell-fire that gets your goat though. I have seen shell-holes in the ground made by the larger calibre artillery that you could put the best part of the depot there into quite comfortably. You can hear them coming quite plainly above everything else and a most ungodly scream they have. Everyone ducks their heads or flops down to miss the splinters if they get a chance if they don't it isn't necessary.

Everything was quiet with only occasional spasms until the first week in May when the fighting at St. Julien and Langewark occurred. Our light field artillery had just cleared the barb-wire entanglements from the German trenches and in the middle of the most damnable row you ever imagined the advance was ordered. The infantry had just cleared the parapets and of course I was up to see the excitement too. The next thing I remember there was one devil of a crash and it just felt as though someone had put a red hot iron through my shoulder. I felt myself fall backwards into the trench but didn't remember anything else until I came to in the dressing station to the rear of the lines. They took six or seven pieces of shrapnel out of me and then was sent to the Case hospital. Can't remember much for a week or two then. Just as soon as I was

able to be moved was shipped to England to the Canadian Hospital No. 2 at Shorncliffe. Was there until June 27th then went to my uncle's at Scarborough and while there obtained two months leave of absence, so that is how it happens I am back again to Canada.

Had a card from the brother younger than I who is with the 2nd Regt. Canadian Mounted Riflers. He has been at the front for two months and is O K to date. Another brother is with the R A M C at the Dardanelles so we are fairly well represented. Am sailing from Montreal or Quebec some time next week. You might drop me a line and give me the news of everyone around there.

Have transferred to the Royal Naval Air Service and will be four months at Hendon or Brooklands on arrival in England.

One of the most exciting things I have ever seen was a battle in the air between an Allied plane and a German. Mostly everyone had a sore neck for a week after watching the two machines maneuvering for the advantage.

This letter has assumed the proportions of a newspaper but if you feel tired before finishing just throw it into the basket and it will be O. K.

Remember me to all the Springfield people and if I have the usual luck will look you up after we are through to Berlin.

Enclosing a snap taken at Valcartier a year ago just before we sailed. Am almost as good as new now except my shoulder is a little stiff occasionally.

Must go. Kind regards to you all.

Sincerely,  
J. A. GLEN, Lieut.  
R. N. A. S.  
Gen. Del.  
Montreal, Canada.

## Trout the Chief Dish at Banquet

Fried trout will be the chief dish of the menu to be served at the banquet of the Business Men's club tomorrow evening, to give the principal address on when Judge William Colvig is the railroad land grant case. Welby Stevens, Jesse Seavey B. A. Washburn and E. E. Kepner made a trip up the McKenzie yesterday and after an afternoon's fishing secured enough and to spare for the banquet.

## CHRISTIAN ENDEAVORER TO RALLY NEXT SUNDAY

The Christian Endeavor society of the Christian church will hold a rally meeting at 6:30 p. m., Sunday, October 25. Ted Leavitt, state field worker and corresponding secretary, will attend the meeting and will talk on the state work for the year. Kendall Burke of the E. B. U. will talk on "Social Life," and A. L. Webb, also of the Bible university, will talk on "Efficiency." Ted Winters will speak on "The Out-and-Out Life for Christ." There will be special music, and the invitation to attend is extended to all.

Of the 1913 lumber cut, over thirty billion feet of the total were from coniferous woods, 20 per cent of which was supplied by the States of Oregon and Washington.

Enough paving blocks were treated by the wood preserving plants in the United States during 1913 and 1914 to surface a street 36 feet wide and 211 miles long.

## H. H. SMITSON, EARLY RESIDENT, CALLED BY DEATH

Henry H. Smitson, for thirty years a resident of Lane county, and for 13 consecutive years the town marshal, died at his home here at 2:30 Wednesday morning, October 20, 1915, lacking but a few days of being 71 years of age. The funeral services will be held at the family home, Second and B streets, at 2:30 o'clock Friday afternoon, and interment will be made in the Laurel Grove cemetery.

Mr. Smitson is survived by six children, Mrs. Effie McCaulley of Oakdale, California; Miss Jennie Smitson, at home; Mrs. Nellie Skeels of Sodaville, Mrs. Etta Cox, Frank and Jesse Smitson of Springfield. His wife died about three years ago.

Mr. Smitson was born in Jackson county, Kentucky, October 27, 1844. At the age of 17 he enlisted in the United States army and was attached to the commissary department. In 1861 he enlisted for the war, joining Co. D, 25th Mo. infantry, and was captured at the battle of Independence. He was subsequently released, and in 1862 he re-enlisted, joining Co. F of his old regiment. He remained in the army throughout the war, participating in the battles of Vicksburg, Lookout Mountain, Altoona and the Atlanta campaign, and he took part in the great review of the army in Washington fifty years ago.

He was mustered out of the army in 1865 at St. Louis, Mo., and he worked at his trade as a stone mason there for several years, and in 1875 came to the coast, locating first in Portland, and later coming to Springfield. He engaged in the lumber business for 20 years and later purchased a farm between Springfield and Goshen. For ten years, up until a few years ago, he attended to this farm.

## STRAHORN IS PRESIDENT

Permanent Organization of New Road Elected

Portland, Ore., Oct. 16.—Permanent organization of the Oregon, California and Eastern Railway company, the plans of which contemplate the construction of rail lines through central Oregon to connect with existing lines touching the borders of the vast undeveloped region and to open new through routes to San Francisco and Nevada, was effected today by election of Robert E. Strahorn, Jos. G. Wilson and W. E. Bond as directors. This was following preliminary organization of the company under the laws of Nevada. The directors elected Mr. Strahorn president, Mr. Wilson secretary and Mr. Bond treasurer.

## CIRCULATING PETITION FOR NOMINATION

Mrs. Hannah Hill, librarian of the Springfield library, is circulating a petition today asking that her name be put on the ballot as a candidate for city treasurer, to be voted upon by the people of Springfield at the city election.

It is estimated that the clover seed crop of Linn county will total \$200,000 this year. A franchise is being asked for in Albany to establish another light plant.

## Why Should This Be?

Many Springfield people are to be seen in Eugene on public market days, buying supplies from the farmers there.

Many farmers living east and north of Springfield are offering their wares in the Eugene Public market.

Why the necessity for Springfield farmers and Springfield consumers to go to Eugene to make a trade?

Producers in the vicinity of Springfield have a right to look to Springfield for a market for their products. Why should it be necessary to travel six miles at an expense of ten to twenty cents apiece to establish this exchange of money and commodities? Can not some plan be evolved to eliminate this waste of effort? Or, perchance, is Springfield just a dead little suburb?



## ECONOMY IN PAINT

A careful moment's thought will convince you of the advantages of our paint over inferior kinds. It will cover more space in a day's work and cover it better than any other. No coarse grit or sediment and no waste. Put up in handiest packages for your convenience.

Beaver-Herndon Hardware Company