

# 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, NOVEMBER 11, 1915

VOL. XIV. NO. 92

## SWARTS FARM ON MOHAWK BRINGS \$17,500

Property valued at \$29,000 is involved in a trade which was completed today whereby C. E. Swarts disposes of his 319-acre farm in the Mohawk valley, near Donna to A. Lathrop of near Natron, taking in exchange Mr. Lathrop's farm of 79 acres, a house and lot in Eugene and a money consideration.

Possession is to be given at once in both cases, and farm implements, hay, etc. are being exchanged. Mr. Swarts' son, C. A. Swarts, who has been managing the Donna farm, will take charge of the Natron farm.

The Mohawk farm went into the deal at \$17,500, the Natron farm at \$9,750, or \$125 an acre, and the Eugene property at \$1800.

The deal was made through the Browning and Morrison agency.

## STORES OPEN ON SUNDAY

### District Attorney and Sheriff Enjoined from Enforcing Sunday Closing Law

District Attorney J. M. Devers and Sheriff J. C. Parker were both served with injunction papers yesterday, restraining them temporarily from enforcing Oregon's Sunday closing law. A case was instituted in the federal court by the Brunswick-Balke-Collander company to enjoin the district attorneys and sheriffs in 25 counties of the state from enforcing this law. Final hearing in the case will be held in Portland November 15 and a temporary injunction is issued to be in force in the meantime.

## To Give Entertainment.

## SPRINGFIELD TO PLAY COTTAGE GROVE NEXT

The football team is improving wonderfully. The boys put up a good fight last Saturday and were successful in keeping the score lower than it was the time before when they played Junction City. Springfield scored in the first five minutes of the game and during the first quarter the score was 6 to 3. The final score was 30 to 3 in Junction City. Springfield scored in the first five minutes of the game and during the first quarter the score was 6 to 3.

Several of the team were crippled a little, but none very seriously. Bally being the worst. Fegels took his place.

Springfield is going to Cottage Grove Saturday and there is not any reason why we cannot beat them.

About a dozen rooters accompanied the team to Junction City. Let more than that go to Cottage Grove. You are needed. Every one who can, please go. It encourages the team.

BILL HILL.

## SPRINGFIELD HAS 17 STUDENTS IN VARSITY

University of Oregon, Eugene, Nov. 10.—Springfield has 17 students enrolled in the State University this year. They are: Walter L. Bailey, Lola Barr, Amy Carson, Clinton Conley, Marie DePue, Eileen Dill, Ester Furusett, Dell Hinson, Opal Holverson, Francis Lamberty, Marjorie Machen, Vera Perkins, Earl Powell, Mary Putnam, Gladys Roberts, Paul Scott and Randall Scott.

This year's registration shows an increase of 10 per cent over the enrollment at the corres-

ponding time last year. The growth is due to the spread of higher education throughout the state and to the development of the University itself.

It is believed that the second semester's registration in February will add another 100 students. The mid-year class will be largely composed of Freshmen but will also contain a number of old students returning to college to complete their advanced work.

## MANY STUDENTS PROMPT AND IN ATTENDANCE

Principal P. M. Stroud makes the following report of the High school for the month ending on November 5:

Total enrollment	134
Whole No. days' attendance	2571 1/2
Whole No. days' absence	77 1/2
Whole No. times late	10
No. pupils neither absent nor late	86
Per cent of attendance	97
No. visits by parents	4

## JURY GIVES MRS ALICE ALFORD ONLY \$2,000

Verdict Rendered is: \$50,000 Damage Case

Suing for \$50,000 damages for injuries sustained when she was dragged by a Eugene street car, Mrs. Alice Alford was given a verdict against the P. E. & E. Railway company by a jury in the circuit court Tuesday for \$2,000.

Mrs. Alford, one night last June, alighted from a Eugene-Springfield car and stepping on the rear fender, she was thrown to the track as the car started up and dragged for a distance of about 100 feet. She claimed that she suffered permanent injuries as a result of the accident. The jury went out at 3 o'clock in the afternoon and returned a verdict in less than three hours' time.

The trial lasted three days and was hard fought by both sides. The case attracted more than the ordinary amount of attention on account of the unusually large amount of damages asked for. Fred E. Smith and C. A. Hardy were attorneys for Mrs. Alford and John F. Reilly for the railway company.

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## COUNCIL WINDS UP AFFAIRS OF ADMINISTRATION

Affairs of the present municipal administration were brought to a close at the regular monthly session Monday evening. Bills for the month were audited and ordered paid, and the judges and clerks of the recent election were allowed \$5 each.

The monthly reports of the recorder and the treasurer were read and filed.

Councilman Fenwick of the Street committee reported that repairs needed for Main street had been deferred for a time.

J. E. Staniger presented his resignation as marshal, to take effect upon the appointment and confirmation of his successor.

The question of whether there is any ordinance governing the throwing and breaking of glass on the streets was referred to the attorney for investigation. He was instructed to present an ordinance on the matter if necessary.

**New Mayor to Call Meeting**  
Mayor-elect Morrison stated this morning that he expects to call a meeting of the council for Monday or Tuesday night, following his induction into office at noon next Monday.

**JITNEY ORDINANCE GOES INTO EFFECT DEC. 3rd**  
By proclamation of Mayor C. L. Scott, the ordinance licensing and regulating all carriers of passengers in Springfield (the so-called jitney ordinance), will go into effect December 3, 1915, 30 days after the measure was approved by the people at the polls.

**COUNTY JUDGE TO SPEAK**  
County Judge H. L. Bown will speak to the Civics class of the Springfield High school on Monday afternoon at 2:30 in room 3, on the subject, "What the Lane County Court is Doing." The public is invited to attend.

## LEAGUE ADOPTS RESOLUTIONS ON LUMBER RATES

The new lumber freight rates to California formed the principal theme for discussion at the meeting of the Springfield Development league which was held Tuesday evening at the League rooms. J. E. McKibben of the Fischer-Boutin Lumber company presented a large mass of figures pertinent to the question under discussion, and at the conclusion a committee consisting of Thos. Sikes and D. S. Beals was appointed to draft suitable resolutions and to present the claims of the community before the Interstate Commerce commission when it meets this month. The committee presented the following resolutions, which were unanimously adopted:

**RESOLUTIONS**

Whereas, the country around and tributary to Springfield is largely dependent upon the lumbering and saw mill industry.

Whereas, the new rate of 17 1/2 cents made from all Willamette Valley points into interior northern California points will greatly encourage and put new life into the lumber business in the Willamette Valley.

Therefore be it resolved, That we most emphatically commend the Southern Pacific Co., in granting and giving this small differential in favor of the Willamette Valley lumber mills as equitable and just and that we believe that the Portland Chamber of Commerce, other civic bodies of Portland, manufacturers, Associations, wholesale business interests and other residents of Portland who believe in the square deal, should make whatever move is necessary to draw the Portland mill men from their course which would work great hardships to the Willamette Valley mill men and those dependent upon them, would render hundreds of thousands of dollars of investment useless

and greatly retard the growth of rural Oregon.

We know that in the past the lumber industry of Western Oregon has been made to suffer greatly because of its heavy handicap in rates, which has kept it from fairly competing with the Portland mills in the markets of California, Eastern Oregon, Idaho, Utah and Montana.

We, therefore, ask that the public mind of Portland be not swayed by the contention of a few saw mill men in Portland but that they will grant the many mill of Western Oregon as well as Western Oregon herself their just rights.

Prosperity of this section means more prosperity to Portland and a greater Oregon as well.

## MR. JARRETT GOES TO SPRINGFIELD

Wendling, Ore., Nov. 11.—(Special to the News.)—The vacancy left by Mr. Jarrett, the Booth-Kelly Superintendent who was transferred to Springfield as superintendent of the Booth-Kelly mill there has been filled by Nels Neilson, the former yard boss. H. A. Barnes was promoted to the position formerly held by Mr. Nielson.

## WENDLING ITEMS

The second team of the Wendling Athletic Club played an interesting game of basket ball with the Marcola High school team last Saturday evening defeating them by the score of 24 to 17.

Earl Bennett who has been at the Eugene hospital as the result of an accident with his gun, in which the right arm was shattered, is expected home Thursday.

The Parent-Teacher Association will meet Friday evening at the school house. Professor Earl Killpatrick will deliver the address of the evening.

Ray Redding made a business trip to Eugene Tuesday.

Several inches of snow fell on the hills above Wendling last Sunday. The logs from the camp were covered with several inches of snow when they reached Wendling.

A. C. Dixon of Eugene made a tour of inspection at the mill Monday.

## 60-FOOT CRANE TO LOAD TIMBERS AT THE B-K MILL

A timber crane to make easier loading of timbers is being constructed at the Booth-Kelly mill. The new crane will be of the span of 60 feet, extending from south of the long line of live rolls across the rolls, the adjacent loading spur and the dock along the mill race. In length, the crane tracks will extend from near the big stick planer to the western end of the dock, a distance of 500 or 600 feet. The track on which the crane will run will be 30 feet above the dock.

The pile driving crew is now at work putting a line of piling up the south side of the race on which the north rail structure will stand. Braces will be extended diagonally across the race so as to make the crack perfectly rigid.

By means of the crane, big timbers, weighing from 1000 to 2000 pounds and more can be picked from the rolls as they come from the mill, and be carried and deposited on a car anywhere along the spur, as far as the end of the dock. The loading of bridge timbers was the only heavy hand-work remaining at the mill, as machines did all the other heavy work.

merce act should apply in the application of this Willamette Valley rate, and issued an order prescribing that that rate of \$3.50 per ton must be applied to intermediate points. In compliance with this order therefore the Southern Pacific Company were obliged to reduce the rate on rough green lumber to Sacramento, Marysville and similar points intermediate to San Francisco from the Willamette Valley to \$3.50 and \$3.75 per ton. Subsequently however, owing to the decided depression existing in the lumber business the railroad company decided to make these rates apply not only on rough green lumber but on all kinds of lumber, and at the same time reduce the rate from their west side mills to the same rate as that from their East side mills, or \$3.50 per ton.

Also instead of the rate from Portland being maintained at \$5.00 per ton, it was reduced to \$4.30 per ton. Therefore the differential instead of being 7 1/2 cents per hundred pounds as established by the Interstate Commerce Commission was reduced to 4 cents per hundred pounds, and this reduced rate made to apply on intermediate points, giving the Portland mills as well as the Willamette Valley mills, the benefit of the reduction to intermediate territory. This reduction became effective October 22, 1915.

**Utah and Idaho Rate Situation**  
At the conclusion of the big Eastern rate case in 1908, when the several railroad companies were making up their tariffs to conform with the decision of the Interstate Commerce Commission, advantage was taken of a technicality in the decision which made it possible for the railroad lines to establish a rate to Utah points that was 2 1/2 less per hundred pounds from Portland than from points North and South of Portland. This gave Portland a rate of 37 1/2 cents to Utah common points as compared with Willamette Valley rate of 40 cents to these same points. This same differential mining districts of Utah taking rates higher than 37 1/2 cents and 40 cents. Although the Willamette Valley manufacturers were assured by the Commission that it was not their intention to thus discriminate against the Willamette Valley, intimating that if suit were brought they would equalize these rates, the Willamette Valley manufacturers in order to avoid antagonizing the Portland manufacturers did not file such a suit, perfer-

# THE REAL FACTS REGARDING LUMBER FREIGHT RATES

From an authoritative source The News has secured the following statement of the lumber freight rate case as viewed by the valley lumbermen:

**California Rate Situation**  
Prior to 1898 there was very little milling in the Willamette Valley south of Portland. The entire cut of the Valley was practically all consumed locally. The San Francisco territory secured its supply of lumber from the Columbia River and Puget Sound by water. In order that mills could be located and operated successfully in the Willamette Valley it was necessary that rates should be made that would permit these mills in the interior to ship lumber in competition with mills located on tide water. In order to encourage the milling industry in the Willamette Valley, the Southern Pacific Company established a rate of \$3.10 per ton on rough green fir lumber and lath for shipment from points on their East side line south of Portland, and \$3.35 per ton from points on their West side line to San Francisco, Oakland and other tide water points at San Francisco Bay, the rail rate from Portland being \$5.00 per ton.

As a result of this rate the milling industry in the Willamette Valley was encouraged to such an extent that several large milling operations were established, in addition to many smaller mills. This development continued to such an extent that in 1907 the railroad company found they were hauling empty cars North to take care of the South bound lumber shipments originating in the Willamette Valley, and claiming that it was

unprofitable to do this they cancelled these low rates, advancing the Valley rate to \$5.00 per ton, the same as applied from Portland. The lumber manufacturers south of Portland, finding themselves again unable to compete with Portland and Puget Sound mills who shipped by water, filed complaint with the Interstate Commerce Commission asking that the Southern Pacific Company be required to restore the low rates. In that suit the lumber manufacturers of Portland intervened and asked the Commission to give Portland the same rate as Willamette Valley. The Commission in its decision, (61 ICC 14 June 1st, 1908), instead of ordering the restoration of the \$3.10 rate from the Willamette Valley prescribed a rate of \$3.40 per ton on rough green lumber from points on the West side lines of the Southern Pacific Company south of Portland to San Francisco and other Bay points, but denied the request of the Port-

land mills and the \$5.00 per ton rate from Portland continued in effect. The following language of the Commissioners' decision is quite pertinent on this subject:

"It was not denied that in the past Portland lumber had successfully met lumber from the Willamette Valley in San Francisco upon the former rates of traffic. There can be but one result:—lumber reaching San Francisco by water must supplant that from the Willamette Valley in the San Francisco market. It is of no special importance to the manufacturers at Portland and no injustice is done by withdrawing same. The distance from Port-



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land is considerably greater than the average distance from the Willamette Valley mills and on the whole we think the defendants (S. P. Co.) should be left to their option in meeting or declining to meet water rates at Portland. The claim of the facturers) is therefore declined.

At the expiration of two years when the Commission's decision expired, the railroad company again advanced the rates from the Willamette Valley to basis of \$5.00 per ton, and the issue was again the subject of complaint to the Interstate Commerce Commission. The Commission again fixed a rate of \$3.50 per ton on rough green lumber from East side points and 3.75 per ton from West side points on the Southern Pacific lines south of Portland to San Francisco Bay points. In this later decision (21 ICC reference page 389-396 June 22, 1911), the Commission makes the following statement:

"The average distance from Willamette Valley mills to San Francisco is 622 miles and the distance from Portland to San rates should therefore be higher from Portland than the Willamette Valley. In our opinion a rate of \$3.50 upon rough green fir lumber and \$5.00 upon other kinds of fir lumber from Willamette Valley points in view of the shorter distance, is higher than a uniform rate of \$5.00 from lumber. Our decision if it discriminates either way is against the Willamette Valley and not against the Portland mills."

Early this year the Interstate Commerce Commission ruled that the long and short haul clause of the Interstate Com-