

THE SPRINGFIELD NEWS

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TIME FIXED FOR RAILROAD STRIKE ON SEPTEMBER 4TH.

Efforts of President Wilson and Senators Fail to Bring the Railroads and the Men Together Again

PROPOSED LEGISLATION IS GIVEN OUT TO PUBLIC

Southern Pacific Sends Out Orders to Refuse Shipments of Perishable Goods; Take Other Freight Subject to Delay

Washington, Aug. 30.—The combined efforts of President Wilson and congress failed today to get the leaders of the railway brotherhoods to postpone the date set for a general strike—September 4, which is Labor day.

The legislative branch of the government appears to be seriously divided. The Democratic leaders agreed that only a part of the president's program can be enacted at this time. The railroad executives' advisory committee decided tonight to accept the entire legislative program, but they want it all or nothing. The brotherhood leaders have taken steps to combat many important features of the proposed laws.

All thought of adjournment of congress has been postponed indefinitely. President May Appeal to Men

President Wilson took under consideration the advisability of making a public appeal to the unions throughout the country to disregard the strike order for 30 days if the leaders remained obdurate.

W. G. Lee, chairman of the trainmen's brotherhood, issued this statement:

"No power under heaven short of a satisfactory settlement with the executives can prevent the men from striking on Labor day."

A. B. Garretson, chairman of the conductors' brotherhood said: "You can say emphatically that the question of postponement of the strike is not even under consideration."

The Three Proposed Laws

The three bills upon which a hearing will be held tomorrow are in substance as follows:

First—An amendment to the interstate commerce act making eight hours a legal day's work on all railroads engaged in interstate commerce. This tentative measure proposes for a wage commission of three members, two of whom shall be recommended by the railroads and the brotherhoods which shall observe and report on administrative and financial effects. It also authorizes the Interstate Commerce commission to increase freight rates.

Second—A provision to make strikes and lockouts illegal until after an investigation by a special commission and to increase the effectiveness of arbitration.

Third—Giving the president authority to operate railroads as military necessity and for the transportation of mail and to impress men into the service for this purpose.

Nearly all of the railroads, and especially the Southern Pacific company issued orders yesterday that they would not receive any perishable freight that could not be delivered to its destination before 7 a. m. Saturday morning, September 2. Freight not perishable will be received subject to indefinite delay.

This embargo on perishable goods, should it last very long, will mean the loss of millions of dollars worth of fresh fruits and vegetables by the growers of Oregon and Washington.

Southern Pacific Makes Appeal

The Southern Pacific company made an appeal to other employees yesterday calling attention to the failure of former strikes, the recent increase in pay and the loss of pension rights for those who voluntarily quit work on account of the strike. The statement says:

"It should be born in mind also that no great strike such as now threatens has ever had a successful termination for the strikers. You will remember the result of the strike in 1894.

"Strikes fail because the rights of the third and most interested party, the public, are not considered. Much

misery, destitution and want follow in the wake of strikes of this kind. Pension rights are lost, homes are sacrificed and all with no ultimate gain."

Will Reduce County Pay Roll

The strike will not only effect the shipments of Lane county fruit, food supplies and lumber but it will also greatly cut into the income. Seven railroads will be hampered in their train service and the employees that are now getting approximately \$100,000 a month will not be drawing pay checks.

S. P. to Guard Property

The Southern Pacific company are making adequate plans for the protection of their property during the railroad strike. They will run their passenger trains according to schedule and will have several hundred men to guard their property during this time. Ten men will be placed at the Eugene depot. They will be armed and will be prepared to use force to see to it that there is no molestation of the men who are running the trains.

Pensioners and men holding small jobs will be put on train crews to keep the passenger traffic on the move.

S. P. PASSENGER SERVICE MAY SUFFER LONG DELAY

Local Agent Notified to Inform Passengers that Schedule Safe Only Until Sunday Night

M. L. France, agent for the Southern Pacific company at Springfield, received notice this morning to inform all passengers that the railroad company will not guarantee to haul passengers to their destinations after Sunday night, September 3. After this time on account of the railroad strike that may begin next Monday the passenger service may be irregular and delayed.

BOARD OF INQUIRY MEETS TO MAKE FINAL DECISION

Investigates Trolley Accident at River Bridge and Gives Out the Details

The board of inquiry that met to determine the cause of the accident of the street car running into the work train at the east end of the river bridge last Tuesday makes the following report:

1. This board finds that eastbound streetcar No. 851, collided with rear end of work car No. 4, on curve at Main and Mill streets, Springfield, Oregon, 8:23 A. M., August 22nd, 1916, damaging fenders of both cars to extent of \$1.00. There were no casualties.

Work car No. 4 shoving flat car (No. 2999) under load of seven yards screening (approximately 19,000 lbs) moved ahead of streetcar No. 851 from First and Blair streets, Eugene, to Springfield and, when attempting to pass around sixty-foot radius curve at Main and Mill streets, at speed of between two and four miles per hour, stalled on track, due to condition of rail, as hereinafter described. About fifteen or twenty seconds after being stalled and determining that work car could not be immediately moved, and observing that rear of work car was obstructed from view of approaching cars, by brick building, flush with sidewalk, motorman at once detailed member of crew to flag streetcar No. 851, which was known to be following. Streetcar was flagged when passing around 145-foot radius curve, 185 feet back from rear of work car. Motorman of streetcar at once applied brakes, and reversed motor, alternately, in an attempt to stop on the one and two-tenths per cent descending grade, but, by reason of rail being very slippery, caused by crude oil from curve, (applied to minimize rail wear, flange wear, and noise) and asphalt, the latter carried to rails and curve after passing over portion of track, to which this material had just previously been applied, was unable to bring car to stop in time to avoid colliding with rear end of work car. When first flagged

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WOMEN WANT NEW NORMAL

Feel Need of Training School East of the Mountains

Pendleton, Oregon, Aug. 30.—Women's clubs over the state are joining the ranks of the supporters of the initiative measure providing for the establishment of a normal school at Pendleton. Parent-Teacher organizations are also enlisting for the campaign.

One of the first public endorsements received for the measure was from Mrs. Charles H. Eastner, president of the Oregon Federation of Women's Club. "Believing that the time has arrived when it is necessary to make additional provision for the normal training of our public school teachers," she states, "and that the great distances in our state make it advisable that a school be located in the Eastern section, I therefore most heartily endorse the location of said normal school at Pendleton."

There are 1000 vacancies in Oregon schools each year, according to the state superintendent, and the normal school at Monmouth turns out only 150, leaving school authorities to select the balance as best they can. The rural schools are shown to be the chief sufferers because in such schools the percentage of normal trained teachers is lowest. At the same time the need for highly trained teachers is greatest in rural districts because of the absence of supervision.

LOCAL MERCHANTS TO HAVE DOLLAR DAY FOR SHOPPERS

Tempting Bargains Will be Offered to Everyone by Springfield Merchants, Saturday, Sept. 9.

The merchants of Springfield will hold their first annual Dollar Day Saturday, September 9, when they will give merchandise of all kinds. This will be a day when every merchant in Springfield will give greater value for the dollars spent than they have offered for years.

This will be a day when the whole family can go to the store and get tugged out from head to foot in those new clothes they have been saving money for all summer. And they will just come in at the right time as school starts a few days later. There will be shoes for Jonny, a dress for Mary, a cap for the baby, a new coat for mother, a new suit for dad and all of them will be cheaper than they would be on an ordinary shopping day. Then when the clothes are bought they can take the money that was saved and buy groceries and other things at astonishing low prices.

Doesn't this Dollar Day proposition sound good to you? The merchants are making great plans to see that the wants of every one is satisfied. Announcements of the great bargains will begin to appear in the next issue of the News and when you come down town next week you will find surprising displays of Dollar Day bargains in the store windows.

MILL OWNERS THINK PLANTS MAY OPERATE

Coos Bay Lumbermen Believe It Will Not Be Necessary to Shut Down If Big Railroad Strike Comes

Marshfield, Or., Aug. 30.—Local mill owners believe that it will not be necessary to shut down in the event of a strike if it does not last long. The mills will run as long as they can if a strike comes.

While most of the employees of the Smith-Powers logging trains belong to the brotherhoods, there is some question whether they would be affected. Some of the employees think they would not be required to go out if a strike is called and others think they will.

H. J. Mohr, local agent of the Southern Pacific, has received orders not to receive livestock or perishable goods which will not reach destination by September 2.

Small Newspapers Suffer Most

Washington, Aug. 20.—Declaring that many small newspapers will be forced to suspend unless news print (newsprint) can be obtained at reduced rates, the federal trade commission today issued an appeal to the News Print Manufacturers' association, comprising virtually all manufacturers of the country to come to the rescue of the smaller papers. Publishers are now paying from 4 to 8 cents a pound for their news print as against 2 to 3 cents per pound January 1.

SPECIAL BUSINESS IS TRANSACTED AT COUNCIL MEETING

Booth-Kelly Company Will Furnish Lumber for Waste Way; City Does Work

LUCKY GETS POOL LICENSE

Engineer Parsons Instructed to Set Monuments for Mill Street at Present Location

Discussion of the waste way gates on mill street, improvement of south Second street, the subject of delinquent taxes, sanitary conditions at the Southern Pacific depot and other important questions, was held Monday evening at the council chambers in the meeting adjourned from August 14, 1916.

The acting mayor, Melvin Fenwick, in the absence of mayor E. E. Morrison, was appointed to interview A. C. Dixon, manager of the Booth-Kelly company in regard to the up-keep of the waste way gates on Mill street. The marshal and city recorder attended Mr. Fenwick and arrangements were made in which the Booth-Kelly company furnishes the lumber and the city furnishes the labor to fix the waste way gates on Mill street south of Main. Work was started Wednesday morning.

Engineer, L. E. Parsons reported the re-establishment of Mill street in front of blocks 19 and 20 of Springfield Extended Survey—"By setting a monument in concrete at the south east corner of block 20, near the old Odd Fellow's Hall building and by driving a pipe at the south east corner of block 19, which is practically the south east corner of the grist mill." Mr. Parsons was instructed to produce a plat of Mill street from Main to south D street in the plat book and notes of location.

The contract of L. E. Parsons for the improvement of South Second street, with E. M. Parsons as surety, was read and approved.

City Attorney, S. P. Ness, reported progress on the collection of delinquent taxes and stated that condition of the assessment lien docket of Treasurer rendered it hard to determine the proper owner of property assessed. The Recorder was authorized to secure present ownership of property in cases where they are not known and rewrite the old Bancroft assessments.

It was decided to instruct the Southern Pacific company to connect all their toilets, sinks, and drains from the depot to and with the sewer within thirty days.

A pool and billiard license was granted to T. C. Luckey and C. H. Hadley.

As no wood bids were received, J. W. Coffin was appointed to purchase wood not to exceed 15 cords for the City Hall.

Application to audit the city books was received from Will Williams and Bolton Hammel of Eugene.

Before adjournment, claims were allowed to H. C. Ether, \$1.55 and N. B. Butler, \$3.00.

WENDLING PEOPLE HURT

Push Car Runs Into Open Switch Throwing Them to Ground

A party of Springfield people were bruised but not seriously injured yesterday afternoon when they were thrown from the track as the push car ran into an open switch near camp 8 of the Booth-Kelly company about twelve miles above Wendling. Those in the party were: Mrs. M. G. Hutchison and small daughter, Eunice, Mrs. Jackson, Mr. Howard, and Mr. Bennet. All of the party received injuries. Mrs. Jackson had her foot severely hurt and it was thought the little girl was seriously hurt but today she is getting along nicely.

Players Stop Here

A vaudeville party of Seattle who are on their way to Redonda, California are stopping at the Springfield auto camp for a couple of days and are playing at the Bell Theatre. The players are: Harry Odell, Miss Allie Hart, Miss Phyllis Hughes and James Whitehouse.

BAND WILL PLAY TONIGHT

New Program to Be Rendered By the Local Organization

The Springfield Band has another concert ready for this evening in the park providing the weather is favorable. The leader, A. Perfect, will be present and many of the boys who have been away on vacations are again ready to take up their places in the band. The program provided is as follows:

March, The Booster..... Klein
Overture, Garden of Eden..... Barnard
Serenade, Sweet Dreams of Thee..... Evans
Waltzes Eleanora..... Huff
Selection, Past and Present..... Dalbey
Schottische, Carnation..... Howell
Intermezzo, Sweet Isabella..... Young
Medley, Southern Melodies..... Beyer
March, American Soldier..... Meyers
Star Spangled Banner.

Installs New Advertising Device

W. J. White, manager of the Bell Theatre, has received three new revolving poster frames, which work by means of electricity to display the bill posters. The bills are fastened in the frame and revolve slowly displaying the different features of the films. The new poster frames are installed in front of the theatre and are painted yellow. One of these frames will be sent to Cottage Grove where it will be used to advertise the films used at Mr. White's Theatre there.

SPRINGFIELD LOOKS PRETTY GOOD WHEN AWAY FOR AWHILE

Mayor Morrison Tells of Interesting Trips to Bear State—Potato Business is Good

"I did not talk to one person who has lived in Springfield while I was in California who is not planning on the day when he can come back here to live," said E. E. Morrison who has just returned from a long trip through California.

Mr. Morrison traveled in his auto for 26 days and covered about 2500 miles. He went as far south as Los Angeles. "The roads most of the way were in fairly good shape," Mr. Morrison said. "Some places they were bad and once in a while I could only go 100 miles in one day. I was struck with the appearance of the roads in southern California. There they have trees planted on both sides of the highways. These trees had to be planted and watered for years to keep them alive. If the people here in Oregon would work half as hard as the people of California to make things look nice we would have a paradise here."

Mr. Morrison made his trip in the interest of his potato business. He said the early crop in the south is very short and the late crop may not be so large as usual. The potato business was very good, he said. He expects that he will be able to sell all of the potatoes he has this winter in California.

FARMERS GET NEW MARKET

Coos Bay People Want Produce From Springfield

Opening of the Willamette-Pacific railroad has already shown that it will enlarge the territory of trading for Springfield. A few days ago a freight that had been running three times a week was scheduled to run every day. A great quantity of freight is already moving.

This morning the News office received an inquiry from a resident of Marshfield asking for information regarding potatoes and apples. He wants to get his winter's supply of vegetables from the Willamette valley. His neighbors are also anxious to get supplies. Springfield farmers have a new market for their produce in Coos Bay.

ORGANIZE A HUGHES CLUB

Local Men Go to Cottage Grove in Republican Interest

Fred. W. Walker, D. S. Beals and J. C. Holbrook assisted Stacy Russell and Dr. T. W. Harris of Eugene in organizing a Hughes-Fairbanks club at Cottage Grove Monday evening. A rousing meeting was held and Elbert Bede was elected President, Mrs. Clara A. Burkholder, vice president and Worth Harvey, secretary-treasurer, with a membership of 145. O. H. Foster of Eugene delivered the principle address of the evening.

OREGON SOLDIERS ARE TO BE SENT TO STATE CAMP

General Funston Instructed to Relieve 15,000 Men On Duty at Border

OTHER REGIMENTS SERVE

Move to Come Immediately—O. N. G. Will Take Up Quarters at Camp Withycombe

Washington, Aug. 30.—The following announcement was made tonight by the war department:

"The war department tonight directed General Funston to return to state mobilization camps the regiments from New York, two from New Jersey, one from Maryland, two from Illinois, two from Missouri, one from California, one from Oregon, one from Washington and one from Louisiana, making in all about 15,000 of the National Guard.

"In view of the fact that there is substantially this number of troops who have not done patrol duty on the border is felt that this number can be spared.

"In a few days if transportation facilities remain undisturbed, the department intends to order home more regiments and possibly to replace them with troops now in their mobilization camps in the several states."

That Camp Withycombe, near Clackamas station, is ready for the reception of the homecoming guardsmen is the statement of Captain Schumacher, temporarily in charge here. Water supply and sanitary facilities, established before the boys went to the border, are in good condition, he says, and the whole regiment can be admitted on a moment's notice and taken care of properly.

The presumption is that the Third Infantry will not be immediately demobilized but will be retained at Camp Withycombe as long as there is any chance of their being needed for active service on the border. When they entered the federal service they took the oath of enlistment, which covers a period of three years or until mustered out. The war department thus has a hold on them the same as it has on the regulars for the full three years if it is thought desirable to retain them in the national service for that long.

It is probable, Captain Schumacher said, that the men will be disbanded and allowed to return to their civilian occupations, in the meantime being kept under their federal oath.

STRIKE SCARE SPOILS JOY OF MANY CAMPERS

Oakridge Train Brings Several Parties Home This Morning After Short Vacations

Many people in response to the notice given by the railroad companies, warning travelers to reach their destinations before September third, are deserting their camping grounds and shortening their visits. A number of Eugene people passed through Springfield this morning on their return from hunting trips and visits. Mr. and Mrs. John Wilborn and son Clarence were returning from a hunting trip at Oakridge. Mr. and Mrs. M. H. Harlow and family and Mr. and Mrs. E. P. Harlow left their camp at Oakridge. Mrs. C. L. Goll and children had been visiting at Lowell. Mr. and Mrs. W. S. Westrope were visiting their son, Ernest at Jasper. Mrs. S. J. Hansaker had been visiting Mrs. W. L. Bristow at Pleasant Hill.

WEED BURNER WORKING

Train Left Local Yards Yesterday on Lebanon Branch

The Southern Pacific weed burner left the local yards Wednesday morning to burn along the Woodburn-Springfield branch under the direction of roadmaster, Scott whose district is below Coburg. The weed burner is composed of the burner, an oil car, two water cars and a coach and is operated by an engineer and is attended by a water gang of men who see that no ties are left burning.