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SPRINGFIELD 'COPS' JUST 53 PRIZES AT COUNTY FAIR

Exhibit Ranges From Needlework to Horses, Cattle, and Fancy Chickens

O. W. JOHNSON ONE WINNER

Most Prizes Are Taken On Horses And Cattle; One Man's Exhibit Gets Fourteen Awards

From embroidered "nighties" and "sich" to beef cattle and Partridge-Wyandotte chickens ran the range of Springfield's exhibits at the annual Lane county fair which closed last Friday night. But the diversity of exhibits is not the most important thing; local people took just 53 prizes!

Ten of the 53 were taken by W. L. Dunlap, who received four firsts (blue ribbon), three seconds (red ribbon) and three thirds (yellow ribbon) on his prize chickens. Mr. Dunlap entered only 11 of the fowls, which were Partridge Wyandottes. This is the breed on which he was given second and fifth prizes at the San Francisco exposition last year.

Another person who helped run up the number of Springfield's total is Mrs. E. M. Cox, who received second prize on a nightdress, second on an embroidered hood, and first on each of an Irish crochet hood, a baby robe and a baby coat.

As usual, Mrs. C. F. Eggmann "copped" several prizes for her hand made needlework pieces. Following are her prizes: embroidered corset cover, third; collection of fancy bags, second; yoke, second.

While maintaining that he couldn't compete with the ladies, O. W. Johnson still managed to grab a second and a third award. The second was for an embroidered bath towel, and the other, a sideboard scarf, eyelet embroidery.

For a tatted edge centerpiece, Mrs. E. E. Morrison was given first award. Mrs. Morrison also received a prize for her other exhibit, two yards and a half of tatted insertion. This was given third prize.

Elizabeth McMahon, registered from Springfield, took seven prizes, in original oil painting and copy work, as follows: Class 1—Oil Painting, Original. Animal piece—Elizabeth McMahon, Springfield, first. Three or more paintings—Elizabeth McMahon, third. Class 2—Copy work. Figure piece—Elizabeth McMahon, second. Animal piece—Elizabeth McMahon, first and third; Landscape—Elizabeth McMahon, third. Marine scene—Elizabeth McMahon, second.

The remainder of the prizes taken by local people were on horses and cattle. The Belgian Horse company, J. B. Morris, Oscar Millican, C. A. Swarts, and Weaver brothers, were awarded prizes for the following exhibits:

Division A, horses. Class 7, Belgians, Four-year-old and over, stallion, Belgian Horse company, first; class 13, Jacks, Jennets, mules, Jack, J. B. Morris, first. Division B, Cattle. Class 3, Herefords. Bull, three years old and over, Oscar Millican, first; bull calf under one year old, senior, Oscar Millican, first and second; cow, in milk or in calf, Oscar Millican, first and second; heifer, two years old and under three, Oscar Millican, first heifer, one year old and under two, Oscar Millican, second and third; heifer calf under one year, junior, Oscar Millican, second and third; herd, Oscar Millican, first.

Class 7, Holsteins, bull calf under one year old, junior, Weaver brothers, first; bull calf under one year old, senior, Weaver brothers, first. Class 10, Jerseys; Bull three years old and over, C. A. Swarts, third; bull calf under one year old, senior, C. A. Swarts, first; heifer, two years old and under three, C. A. Swarts, third; heifer, one year old and under two, C. A. Swarts, first and third; heifer calf under one year, junior, C. A. Swarts, second.

Class 11, grade cattle. "B" grade, beef cattle; Best beef steer, Oscar Millican, first.

Erdine Carruthers registered from Springfield was given an award in the girls' project work, at the Lane county fair.

POPULAR GIRL IS MARRIED

Miss Hazel Parrish Weds George N. England of Prescott

Miss Hazel Parrish, daughter of Mr. and Mrs. John Parrish of this city, and George N. England, of Prescott, were married at the Congregational parsonage in Eugene, Friday evening, September 15 at 5 P. M., Reverend A. M. Spangler officiating. Mr. and Mrs. England will live at Prescott, where Mr. England is yard foreman for the Prescott lumber company. The young couple left Eugene immediately for their new home which they reached this morning, as they had planned to visit a day with Mrs. England's sister, Mrs. Cooper, in Portland.

Miss Parrish was one of the most popular and well-known young ladies in Springfield, and her smile will be much missed here. For the past three years during the summer season, she has been employed at Eggmann's candy kitchen, having left her position on September 3. At intervals during the past year, she has also worked in the local telephone office, as substitute operator. From May 8, 1916 until June 19, 1916, she was employed there regularly.

Mr. England is also quite well-known here, as he was employed at the Booth-Kelly mill for several months about a year ago. He is the brother of David England, who also married a Springfield girl, Miss Lillian Gorrie, early this summer.

Mr. and Mrs. England have the best wishes of a host of friends in this city.

WENDLING LOSES IN TENNIS MATCH TO SPRINGFIELD TEAM

Local Players Get 98 of 189 Games—Have Warm Places in Hearts for Mill Town

"I have played on football and tennis teams in England, France and the United States and have been entertained many times, but the entertainment we received at Wendling Sunday is absolutely the best treatment I have ever experienced," said Percy Tyson, manager of the Springfield tennis team that played a match at Wendling yesterday. "The score was mighty close, we only won by seven games, but every set was interesting," continued Mr. Tyson. "Then Wendling folks took the players out to dinner at their homes and brought us back last evening in their cars. They would not let us cut things short by coming back on the train."

Those who went to Wendling to witness the contest were: Roy Cairns, Ray Lemley, E. A. Wild, Winifred May, Percy Tyson, Dr. and Mrs. R. P. Mortenson, Mr. and Mrs. L. May, Miss Dorris Sikes, Mr. and Mrs. J. J. Bryan, Miss Crystal Bryan, Mr. and Mrs. L. E. Thompson, Mr. and Mrs. Frank Lehart, and Mr. and Mrs. Austin Cox. The results of the matches are as follows:

Doubles—Messrs Lemley and Wild vs. Stout and Abrams won by Wendling, 6-1-4-6-11-9.

Messrs Mathers and Neilson vs. Tyson and Cairns, won by Springfield, 6-1-6-1.

Messrs Langtry and Robertson vs. Cairns and May, won by Springfield, 4-6-6-1-6-3.

Messrs Abrams and Stout vs. Lemley and Wild, won by Wendling, 6-2-7-5.

Messrs Mathers and Taylor vs. Tyson and Cairns, won by Springfield, 6-3-3-6-6-2.

Singles—Cairns vs. Stout, won by Springfield, 6-1-6-0.

May vs. Neet, won by Wendling, 6-2-6-3.

Tyson vs. Mathers, won by Springfield, 6-4-6-4.

Wild vs. Taylor, won by Wendling, 6-1-6-2.

On Their Way to Pendleton

F. H. Fairbrother, George Funkhouser, W. T. Walters, and Charles Brice of Ridgefield, Washington stopped here for half an hour Friday morning to see Mr. Fairbrother's cousin, C. E. Lyon as they passed through Springfield on their way to Eastern Oregon and to the Pendleton roundup. The four men are out for a pleasure and health trip and are traveling in an auto. Their route led over the McKenzie pass.

Business Men Take To The Woods

M. M. Peery, Dr. W. C. Rebhag, Welby Stevens and D. W. Roof left yesterday morning for a week's hunting trip. They will go out about 50 miles east of Oakland. It is reported that each will bring in his winter's supply of meat.

CONGRESS OF 1916 SPENDS BILLION AND HALF DOLLARS

Although \$1,625,439,209 Appropriated It Is Not Considered Wasteful Session

PREPAREDNESS IS BIG ITEM

Very Little Increase in Expenditures When Army and Navy Program is Eliminated

Washington, Sept. 16.—Much careless talk has been indulged in as to the appropriations of the session of congress just ended. As a large share of this originated in congress the press of the country has in many cases been misled. Chief among the delusions in the headlines is the statement that appropriations are near two billion dollars, or that this has been a "two-billion dollar session."

Authoritative statements concerning appropriations have been made to Chairman Fitzgerald of the house appropriations committee, a Democrat and by Representative Gillett, ranking member of that committee on the Republican side. Their figures agree so there can be no dispute as to the facts.

The grand total of the appropriation is \$1,625,439,209, compared with \$1,114,937,012 for the fiscal year 1915 an increase of \$517,537,197.

Better yet for the purpose of stilling partisan controversy and misrepresentation, is the fact that both Fitzgerald and Gillett, the highest Democratic and Republican authorities on appropriations, agree as to the sums that should be assigned to the expense of preparedness. They submitted tables showing that the amount is \$685,709,823, compared with \$271,399,497 for the previous year, an increase in money set aside for army and navy, including the \$20,000,000 for a nitrate plant, covered by a bond issue of \$414,310,326.

As the total increase in appropriations over last year is \$517,537,197, and the increased cost of preparedness was \$414,310,326, any person with a pencil can readily determine that the increase for expenses other than preparedness amounted to \$103,226,871.

For what is this \$103,226,871 to be spent? Almost half of it, \$50,100,000 and that covered by an issue of Panama bonds, goes to the creation of a merchant marine and development of an auxiliary naval force under the new shipping bill. The Alaskan railroad takes over \$8,000,000 more, expenditures for the first year under the good roads act \$8,000,000; establishment of the rural credits system \$6,200,000 in increased amount for improvement of rivers and harbors almost \$10,500,000.

This accounts for \$81,000,000, leaving \$22,200,000 increase for such purposes as the expenses of the new tariff, workmen's compensation and eight hour commissions, expense of collecting the income tax, improvements in postoffice buildings in some of the big cities, and normal increase in governmental expense, comprised in thousands of miscellaneous items.

In this list he named \$7,448,000 for new postoffices, customhouses, other public buildings and improvements \$775,000 furniture for buildings, \$3,500,000 for continuing the valuation of railroads, \$8,884,000 for continuing work on reclamation projects, \$6,000,000 for aid to road building and for national forest roads, \$6,100,000 for rural credits, \$50,100,000 for development of merchant marine and navy auxiliary, and the \$10,000,000 odd increase in river and harbor improvements.

This eminent Republican authority in suggesting where retrenchment might have been made to prevent such "extravagance" would have cut off or reduced the money that is to be spent for reclamation, for construction of roads, for establishing the rural credit system, for building the Alaskan railroad, and other like purposes, including, of course, the dropping of the shipping bill.

In addition to the specific appropriations made by congress contracts have been authorized in the sum of \$281,945,275. This authorization is nearly all on account of military and naval affairs, chiefly on the coast department.

CONGRESS TOWED INTO COOS BAY AND ANCHORS IN HARBOR

Big Steamer Burned at Sea Last Week Will Salvage at 35 Per Cent

CROWD SEES OPERATORS

Temporary Repairs Made at Marshfield, Then Craft Will Probably Be Taken to Seattle

Marshfield, Sept. 17.—The steamer Congress, which burned off Coos bay Thursday, was brought safely into Coos bay this afternoon and salvage will represent about 35 per cent of the total value. A big crowd was at the beach to witness the incoming of the vessel. The Congress was the largest vessel that ever crossed the Coos bay bar.

She came in without a hitch, but after reaching the lower bay the bow swung around and stuck in the sand flat, but was soon pulled out and the boat started up the bay. The Congress has been anchored at a point opposite and below Empire in deep water.

A pile-driver was ready and boomsticks provided by the Smith-Powers Logging company so that they could be arranged around the big ship while she remains in port for temporary repairs.

Sight Was Interesting

The sight of bringing in the vessel was an interesting one. The wrecking tug Salvor, which came up from the steamer Bear, the tug Tyee of Puget Sound, the tug Oneonta of Columbia river and the tug Gleaner of Umpqua river all assisted.

Steam from the Salvor was conducted to the Congress by means of steam hose so that the oil could be pumped to her engines. Much of the water in the hold was pumped out, so there was but slight list.

Smoke came out of one of the big funnels and before the start for the bar was made, the steamer whistled three times. The Congress engines were not operated. Towing was the Gleaner ahead and next the Oneonta. Back of the Congress was the Tyee. The Salvor remained outside.

There was no difficulty at all bringing in the Congress after her anchor chain was slipped. She rode nicely on the water and made the turn into the bay without any trouble. The turn which caused her bow to go on the sand was accidental and the delay was short.

The Congress looked like a big steel building which had been gutted by fire. The paint on her sides came off in great patches, apparently everything wood on the vessel was consumed by the flames. The funnels and masts are standing, but the smaller structural steel is a tangle where it has fallen.

The ship presented a weird appearance with smoke still emerging from the bow and stern and with the heavy smoke from the big smokestacks. The steering gear of the Congress will be repaired and a temporary deck will be built. In probably a week or 10 days the vessel will be ready to proceed under her own steam with a convoy to a larger port, where she can be rebuilt. Likely she will be taken to Puget sound. All of the tugs but the Oneonta tug will probably remain to convoy the Congress.

Coburg Store Robbers Abandon Auto

The Ford automobile which was stolen from Fred Langley of Silverton, by convicts who escaped from the state penitentiary at Salem about two months ago, has been recovered at the bottom of Canyon Creek canyon about six miles south of Canyonville. The men who stole this car were believed to have been the ones who robbed the Coburg store about the time the auto was taken. The officers now say the recovery of the car gives them satisfactory evidence that the thieves are the same. No trace has been found of the men.

Ranch Suspends Hop-picking

Because of mold in the hops, activities were ended at the Manning Leonard hop ranch, Thursday. The crop is good this year, and had the mold not appeared, it is probable that there would have been at least two weeks more picking.

LOCAL MEN PUT ON BOARD

O. B. Kessey and Welby Stevens Aid in Investigating Wreck

O. B. Kessey and Welby Stevens of city, constituted the two disinterested members of the board of inquiry called to investigate the derailment of mixed train number 97 at terminal number 11 on the Oakridge branch on September 7th, 1916.

It is the policy of the Southern Pacific company to give publicity to wrecks and accidents rather than to try to cover up such facts. The board of inquiry is composed of officers from three departments of the company and of two disinterested persons. Division Superintendent, F. L. Buchhalter appointed Mr. Kessey and Mr. Stevens on this board, and they accompanied the others on an inspection tour last Wednesday night. The findings have just been made public. An excerpt follows.

"This board finds that Engineer W. E. Everton and Conductor E. Snyder are responsible for the derailment, account having exceeded the speed restriction of 15 miles per hour, which applies between Lawler and Oakridge under current time table No. 91. Had this restricted speed of 15 miles per hour been observed, that could have been brought to stop before derailment occurred.

The value of the three head of cattle killed is placed at \$75, and the damage to the car and the track caused by the derailment suffered damage to the extent of \$9.00.

SECRETARY OF STATE SENDS OUT 250,000 ELECTION PAMPHLETS

Pros and Cons of Initiative Bills to be Voted on November 7 Explained

More than a quarter of a million election pamphlets have been sent out to the voters of Oregon by the secretary of state during the last few days giving the pros and cons of the initiative bills to be voted on at the general election November 7.

The following measures are contained in a quarter of a million Single item veto amendment, referred to the people by the legislative assembly.

Ship tax exemption amendment, referred to the people by the legislative assembly.

Negro and mulatto suffrage amendment, referred to the people by the legislative assembly. This would remove the discrimination against negro and mulatto citizens.

Full rental value land tax and home maker's loan fund amendment, proposed by the initiative petition.

Vote on New Normal School For Pendleton Normal school and ratifying location of certain state institutions, proposed by initiative petition.

Anti-compulsory vaccination bill, proposed by initiative petition.

Bill repealing and abolishing the Sunday closing law, proposed by initiative petition.

Permitting manufacture and regulated sale of four per cent malt liquors, proposed by initiative petition.

Prohibition amendment forbidding importation of intoxicating liquors for beverage purposes, proposed by initiative petition.

Rural credits amendment, proposed by initiative petition.

State-wide tax and indebtedness limitation amendment, proposed by initiative petition.

Repairs Building for Sample Room

Jonah Winzenreid is repairing his building on Fourth street between Main and A and is equipping it for an up to date sales room. Mr. Winzenreid says drammers will now have a place to show their samples in Springfield, something that has been impossible in the past. This sample room may be used for any line of goods needed in Springfield. Material was hauled Saturday and work was started today and the building will be in order in a few days.

Will Finish Bridge Work Soon

Another week or ten days will be required to finish up the work or reinforcing the steel S. P. railroad bridge west of town, according to C. Abrams, who is in charge of the crew at work. Twenty-one men are being kept busy, and the large locomotive crane from Portland is being used daily. Just now new counters are being put in and new posts installed on the ends. The work has been in progress about two weeks.

MILLS STILL RUN BUT MAY HAVE TO CLOSE DOWN SOON

Neither Springfield Nor Wendling Plant is Shut Down, But, Situation Serious

NO CAR RELIEF IN SIGHT

Material is Stacking up in the Yards, and Quite a Few Orders are Being Cancelled

"If the car shortage continues, our company will certainly be forced to close both this and the Wendling mill, but as yet we have received no notice to shut down, and will continue running as long as possible." This is the statement made this morning by O. H. Jarrett, superintendent of the Booth-Kelly lumber mill at Springfield. Mr. Jarrett also said that the local mill had shut down only one day, and that was for the Lane county fair, and that the Wendling mill, which has been quiet for a day or so, started up again this morning. He said that the foundation for a story which recently appeared in a contemporary paper to the effect that the mills had what "down," was "just rumor."

However, the situation is serious, and as yet, no relief is reported from Portland. The local mill is cutting as much lumber as it ever did and material is stacking up in the yards. Quite a few orders are being cancelled because of the company's inability to deliver, or insure delivery. Orders are not being solicited.

It has been two months since the company has had enough cars, the superintendent said. The railroad company started to stack up in its freight service in June. The principal reason assigned to the situation by local officials is that Oregon is an importing rather than an exporting state, and that the cars all go out loaded but very few full ones return. The theory of the transportation companies seems to be, "A load both ways," and since not much material is imported into the state, empties would have to be sent in, and the railroad companies do not like to ship empty cars.

J. K. PRESCRIBES FOR ILLS

Hall, Shoe Doctor, Eugene Lane, "T. R.?" and Billie Burk, Sufferers

A novel display is that shown in the Main street show window of Kettel's drug store. Attractive placards bear the announcements of "Squibbs' Chemicals," "Pure Drugs," "Latest Methods," "Cleanliness," and "Neatness."

But this is not all. A few pseudo pills, powders, and tonics are shown, to illustrate the prescription work of the store. On one, Hall, The Shoe Doctor, is advised to "apply locally as directed." It may be lintment, as it's "For External Use Only."

Eugene Lane is also given a prescription, the healing agent of which looks suspiciously like antiphistine. Capsula, pills, and a liquid are put up for "T. R." and "Billie-Burke" is given an almost equally large assortment.

MRS. CARRIE McGEE, 59, OF DONNA, DIED FRIDAY

Had Been Ill With Slow Tuberculosis For Two Years; Leaves Four Children

Donna, Ore., Sept. 16.—Mrs. Carrie The Springfield News.—Mrs. Carrie McGee who lives one mile south of here died Friday morning September 15 at 11 o'clock. Mrs. McGee has been ill with slow tuberculosis for two years. Her maiden name was Carrie Thompson. She leaves four children; Everett, aged 16, Otis, aged 14, Esther aged 11 and Clifford aged 8. She was 59 years of age.

The funeral services will be held at the home at two o'clock P. M. Sunday, September 17.

Mr. and Mrs. Earl Moore in Accident

A runaway team, owned by travelers, ran into a buggy driven by Mr. and Mrs. Earl Moore, in front of the American hotel on east Main street Friday morning. Mr. and Mrs. Moore received several painful bruises, and one wheel of the rig was completely demolished.