

THE SPRINGFIELD NEWS

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SPRINGFIELD IS CENTER OF LANE'S HOP HARVESTING

Nearly 600 Acres in Vicinity Have Heavy Yield This Year

\$30,000 IS PAID TO PICKERS

Many Springfield People Benefit by Industry and Earn Winter's Clothes Money

Between \$27,000 and \$30,000 will have been paid out in the 30 or 35 days of hop picking in the territory within a radius of four miles around Springfield this year, according to information given out by local business men. This amount is probably distributed to 2,000 people.

The season this year is longer than usual, the early hops come on about August 20, and the late ones will probably hold out for the better part of another week. Although the yield is good, and the season longer, more hops than usual have been lost because of mold. Because of damp weather conditions, it is estimated that about 15 per cent of the crop is rendered unfit for the market.

As to price, the growers in general are pretty well satisfied, for while the offers received are quite low as compared with some former years, they are higher than had been hoped for. Practically all of the earlier hops have been sold for 12 cents, while 10 cents is being offered for the late variety. Very few of the latter have been sold, however, it is reported.

There are about ten yards immediately tributary to this city in which activity has marked for the past 30 days. Among the nearby ranches are some of the largest, as well as the best productive, of the state. The owners of nearby hop yards and the approximate sizes of their holdings are as follows: Jim Seavey 250 acres, John Seavey 140, Palmer Bros. 48, Henry Hukreide 18, Ivan Anderson 25, Clark and Washburne 18, George Knight 26, Ben Hammett 10, Thomas Seavey 15, Glen Anderson 15, E. E. Morrison 10 and Manning Leonard 15. This makes a total of 590 acres of hops to be harvested here.

Fully three fourths of these hop growers do their banking business in Springfield. They have had their crops picked by a large number of Springfield people. When the bronzed picker begins to come back to town the last of the week they will each have their checks that will go toward buying school books and winter clothes. The hop business helps the general business conditions of this community and should make September and October prosperous months for the local business men.

Install "Made in Springfield" Signs "Keep to the Right" advise three new signs which appeared on Main street at the intersections of Second, Fourth and Fifth streets Tuesday. The safety first advocates are of steel, the sign itself is painted red, on which the white letters are distinguishable some little distance away. The signs are of home manufacture, having been constructed by Street Commissioner, J. E. Edwards in the plumbing shop of Long and Cross.

Hears From Mrs. R. G. Van Valzah A letter from Mrs. R. G. Van Valzah at Watsontown, Pennsylvania, has just been received by Miss Mary Roberts of this city. The letter states that the Doctor was buried at Lewisburg on the 15th, by the side of his father. Dr. Lloyd Van Valzah has gone to Washington, D. C. Mrs. Van Valzah did not say when the family planned to return home.

Hughes-Fairbanks Club to Meet A meeting of the local Hughes-Fairbanks organization has been called for tomorrow evening, at 8:00 o'clock at the real estate office of J. J. Browning on South Fourth street. A full attendance is urged, as important business is to be considered.

Charles A. Hoag has resigned his position as deliveryman for Cox & Cox, and leaves today for Newport, from where he plans later to go to Bandon and Marshfield. He plans to be gone indefinitely, but when he does return, it is rumored, he won't be alone.

ROAD CREWS ARE AT WORK

Graveling is Being Done on Highway Above Oakridge

Oakridge, Ore., Sept. 20.—Two road crews are now working in this district. One crew is graveling portions of the road above Oakridge, which were graded earlier in the season, and the other crew is building the new road which was recently established down the river from Oakridge as far as the Louis Flock homestead. A greater part of the right-of-way has been cleared and the grader is now being used.

While here last week County Commissioner Harlow stated that an endeavor would be made to get the new grade around Cloverpatch mountain gravelled this fall. It is extremely important that this be done, otherwise this new piece of road, which is a fine bit of work, would be cut all to pieces by the winter traffic.

MEMORIAL SERVICES

HELD IN HONOR OF LATE E. C. WIGMORE

Eugene Bible University Students and Faculty Set Aside an Hour Today

Memorial services in honor of Rev. E. C. Wigmore, a member of the Eugene Bible university faculty and pastor of the Springfield Christian church for eight years, who died in Eugene, August 20, will be held in the assembly room of the Bible university this afternoon at 3 o'clock. "The university work has begun and this is the first opportunity had to hold the services," said President Sanderson last night.

The meeting will be held primarily for the students but special friends of the family are invited to attend the services which will consist of a number of addresses by members of the faculty, President P. L. Campbell, of the state University will be present and speak.

President E. C. Sanderson, oldest member of the faculty will preside. The other speakers will be Professor D. C. Kellems, representing the faculty; Joseph Boyd, president of the student body, the students, Professor E. V. Hoven, the alumni association, and Rev. J. S. McCallum, the board of trustees.

Reverend Wigmore had been a member of the school's faculty for 13 years at the time of his death, the second oldest member of this body. Special music will be furnished at the services this afternoon.

SPRINGFIELD SCHOOLS

WILL OPEN MONDAY

All New and Old Teachers Will Be on Hand to Start Things Off For Another Year

"You betcha," asserted Clerk A. P. McKinsey, when questioned as to whether school would start Monday. Mr. McKinsey went on to say that undoubtedly all 28 teachers, including the superintendent, would have arrived by that time. A letter received a day or so ago from Mr. Kirk, was written at Hesper, Oregon, so he will probably make it to Springfield before Monday.

Everything is now in readiness for the opening of school. The buildings have been repaired and cleaned, and most of the teachers are here. It only remains for the pupils to come in from the hop fields, which a great many are expected to do Saturday. The enrollment may be a trifle light for the first few days, as probably some pupils will desire to finish their picking jobs before moving back to town.

At a meeting of the Springfield school board, held last Monday evening in Clerk McKinsey's office, new insurance policies were taken out on the buildings and equipment, in place of those which have expired. There is now \$1800 on the high school building and fixtures in the Fire Insurance company of Pennsylvania; \$3500 on the Lincoln building in the California Fire Insurance company; \$1400 policy on the Lincoln building in the Connecticut Fire Insurance company; and another policy of \$14000 of the Lincoln building in the North Assurance company.

Clinton Conley returned Monday from Eastern Washington points, near Garfield, where he had been at work in the harvest fields during the summer. Mr. Conley has entered the University of Oregon again, this being his senior year.

DEATH STRUGGLE IN EUROPE SWAYS AS A HUGE PENDULUM

Fierce Fighting On All Sides Does Not Seem to Sap Energy of Armies

PETROGRAD KEEPS SILENT

Powers Contending for Same Positions Fought for Months Ago—Somme Region is Quiet

London, Sept. 20.—Fighting on a huge scale is in progress along the eastern war front, whither the center of interest has shifted following the let-up in the heavy allied attacks along the Somme in the west.

Evidence is accumulating that the central powers are now devoting their main attention to the campaigns in the East, concentrating large forces against Roumania, notably under Field Marshal von Mackensen in Dobruja, and putting all possible available men in the field to stop the Russian march on Lemberg by way of Halicz and the menacing drives of the Russians and Roumanians in the Carpathians and Transylvania.

Both Berlin and Sofia report the development of a great battle on the line the Russians and Roumanians have taken up in Dobruja to defend the railroad route into interior Roumania from Constanza, on the Black sea. The engagement, they declare, is turning in favor of the force of the central powers under von Mackensen. Latest reports from the fighting in Galicia and Volhynia, show the Teutonic forces on the offensive and claiming decided advantages over the Russian armies under General Brusiloff.

As has frequently been the case when decisive developments were lacking, Petrograd today is silent regarding the operations along the Roumania front, reporting merely that there have been no important happenings.

Turkish troops, which appear to have played an important part in stiffening the lines of the Teutonic allies in the East, have been successful in the recent fighting in Galicia. Constantinople announces today. A 48-hour battle with superior Russian forces resulted in the Turks completely maintaining their positions.

In Macedonia, the trend of the campaign appears to favor the entente armies. The Serbians are reported in a continued advance along the western end of the line, driving the remaining Bulgarians out of Florina peak in the Waimakalan range, north of Lake Ostrovo. Sofia, however, denies the success claimed for the Serbians in the Kaimakalan region.

Comparative quiet prevails in the Somme region. Paris sends news of a German attack at Hill 76, north of the river, which the French repelled, ejecting such Germans as succeeded in gaining a foothold in advanced positions.

Marcola Schools Have Opened

The Marcola schools opened Monday morning with a good attendance. The high school enrollment was higher than expected as when all come there will be about fifty. The teachers and the grades they teach are as follows: Miss Minnie Evans, the first and second, Miss Evangeline Jennings, the third and fourth, Mrs. Minnie Morris, the fifth B, fifth A, sixth and seventh, Miss Maude Kincaid eighth grade high school science and English, Miss Verena Black, math., business course, English and algebra, Mr. A. I. O'Reilly, normal math, science and history.

Serious Accident Was Averted

But for the quick work of O. W. Johnson, driver of the Booth-Kelly lumber truck, Georgie James would have suffered serious injuries Monday. The lad was riding his bicycle from the mill along the private road, the extension of Fifth street and failed to turn out for the truck, and ran into it. The wheel was completely demolished, but the truck was stopped within a few inches of the boy.

In the individual cow contest in connection with the Lane county fair this year, C. A. Swartz of this city was given fourth award. The animal which he had entered "Thous F", scored a percentage of 91.74.

BRITISH MAKE NEW ORDER AIMED AT NEUTRAL NATIONS

Propose to Limit Scandinavia and Holland to Normal Imports

STRIKES OVER-SEAS TRUST

English Exporters Restricted as Well as Americans—U. S. Will Make Protest

A delayed dispatch received from London with regard to a new British order dealing with trade to Norway, Sweden, Denmark and Holland gave the impression that Great Britain was attempting to cut off all neutral trade with those countries. However, Lord Robert Cecil, the British Minister of War Trade, explained that the prohibition was limited only to certain articles and not to trade in general. How the Order Applies to America.

The plan of ratioping the neutral countries of Norway, Sweden, Denmark and Holland, under which no further licenses will be granted for the present to British exporters, has been extended to apply to the United States by the expedients of refusing to allow the Netherlands Overseas Trust to accept further American consignments and by declining to grant letters of assurance for American shipments destined for these countries.

In consequence of this American shipments for Holland will be stopped absolutely, while the regular transportation companies trading between the United States and Scandinavia will not take the cargoes without assurances of their innocent destination by the British authorities. Furthermore, tramp steamers are hardly likely to risk the inevitable landing in the prize court of any cargo they might accept.

Neutral diplomats here believe two reasons induced the British Government to take this action. The first is the simplicity of the plan, which enables the Government to control supplies at the source. The second is the growing bill which Great Britain is being pressed by neutral Governments for demurrage and other expenses incurred by taking suspected ships into Kirkwall and other parts for examination. So far as is known, no machinery exists at present for adjusting these claims because many of the cargoes never actually reach the prize court. When shippers ask for compensation they are referred to the prize court, which thus far has declined to consider their claims on the ground that they have no standing in court.

It is expected that Washington will make an inquiry in regard to this matter, especially as to the American schooners which were taken into Lerwick and released after being detained for several weeks. No charges were preferred against them.

Another blockade measure, which also probably will interest Washington is the recent arrangement under which bureaus were set up in England and France for granting licenses for exchange of goods which figure on the list of prohibited imports. The American authorities contend that under the British-American commercial treaty of 1815 such prohibitions must be enforced equally against all countries. Consequently any privileges granted to France and not extended to the United States are held to be in violation of that treaty.

Travelers Return From Blue River

Mrs. Victor Von Goltz, of Portland, Mrs. N. W. Emery, Mrs. Mae Stevenson, Miss Florence Coffin and Fred Thomas returned Sunday from Blue River, where they spent Saturday evening and Sunday. They contemplated staying at Cook's Inn, but owing to so many travelers they were unable to get accommodations, so motored to Blue River where they were royally entertained at the Blue River hotel.

Springfield Enters Debate League

The Springfield high school debating league for the season of 1916-17. Fifty-six schools are now enrolled to compete for the University of Oregon cup, awarded in May to the winner of the finals. R. L. Kirk, Superintendent of the Springfield city schools, is president of the league.

OPEN TO CASCADE SUMMIT

Will Remove High Centers in Military Wagon Road Above Oakridge

Oakridge, Ore., Sept. 20.—While here yesterday, Supervisor C. R. Seitz, of the Cascade national forest, stated that he had a plan on foot to remove the high centers in the military road above Oakridge. With the high centers removed and washouts filled in, cars could be driven with safety as far up the river as the Rigdon ranch, and possibly the improvement might be extended on to the summit of the mountains.

During the fire season, owing to the great saving of time, the forest service finds it advantageous to transport fire fighters to the vicinity of the fires in automobiles, and placing of the upper road in shape for cars would be of great benefit to the department, as well as to the traveling public.

The work will be done this fall and next spring by the forestry department without cost to the county or road district.

WORKMEN SEE END

OF LABORS ON NEW METHODIST CHURCH

Brick Work Will Be Finished Today; Doors are Being Hung and Windows Placed

Because of delay in securing brick, the completion of the new Methodist church has been held up for a month or six weeks, but the brick work will be finished this evening and it is probable that the work will go ahead steadily from now on. The men are now working on the inside finish.

Concrete coping is yet to be put on a part of the walls, sidewalks are to be constructed, windows are to be set, and all the outside and some of the inside doors are to be hung. Twenty men, under the direction of Foreman M. M. Male, are now at work, and it is expected that the building will be finished sometime near November 1.

A comfortable-looking touch to the league and ladies, aid rooms and to the study are the old-fashioned brick fireplaces which have been built in each. The church proper is fitted up with steam radiators.

The parsonage is practically finished as there remains only two or three doors to be hung, and a few other finishing-up jobs. The painter will probably finish tomorrow or Saturday.

Much of the material for both the church and the parsonage is of home manufacture. The lumber was furnished by the Booth-Kelly and the Fischer Boutin lumber mills, and the Springfield planing mill turned out the finish material.

MRS. FENWICK RECEIVES

BRUISES IN RUNAWAY

Fallen Singletree Frightens Horses; Mr. Fenwick, Also in Hack, is Uninjured

An accident in which the consequences might have been much more serious was that in which Mrs. Melvin Fenwick was badly bruised yesterday. Mr. and Mrs. Fenwick were on their way to their farm east of town, when at about Seventh and G streets the singletree of the hack in which they were riding, dropped on the horses' feet, thereby so scaring the animals that they started to run. Mrs. Fenwick was thrown out almost immediately, and Mr. Fenwick jumped out. The queer thing about the matter was that both horses did not run together, but one seemed to run in a circle, so that two wheels of the rig passed over Mrs. Fenwick's body. Her husband was able to head off the horses, but was unable to stop them, as they had gotten loosed from the hack, and were running down Seventh street. They were finally caught at the Springfield planing mill.

When the fray was over, Mrs. Fenwick was found to have sustained only a bad bruise on the forehead, which a local physician soon dressed. Mr. Fenwick was unhurt.

Goshen Men to Remove Rock

J. C. Johnson and V. F. Lyons of Goshen, left Monday morning for a point along the coast near Lake Creek, where they have a contract from the county to remove a point of rock on the coast line. They expect to be gone for a period of three months. They also will change the county road to Cape Horn.

Threshing of Grain in Lane County

is nearly finished. The harvest is several weeks later than usual, owing to the unusually cool summer.

PORTLAND WILL BE OPEN GATEWAY FOR SHIPPING LUMBER

President Sproule of Southern Pacific Company Makes Astonishing Statement

ONLY 2 WAYS OUT BEFORE

S. P. As Well Equipped as Any Line On West Coast is Sproule's Testimony

Arrangements are now being worked out by the traffic managers of the various western railroads whereby the Portland gateway is to be thrown open for the unlimited distribution of products of the Willamette valley throughout the nation. Heretofore only two outlets have been available from Southern Pacific territory—ones to the south through Sacramento and the other via the O. W. R. & N. to the east.

This statement was made yesterday afternoon by William Sproule, president of the Southern Pacific company, in testifying before the Oregon Public Service commission in the car shortage investigation.

The announcement was made in answer to a question by J. N. Teal, counsel for the lumbermen, as to his opinion regarding the effects of such an unrestrained movement upon the car distribution system. Mr. Teal had previously asked Vice President and General Manager W. R. Scott the same question, but he had asserted the gateway proposition to be strictly a traffic matter with which he is unfamiliar.

Announcement Creates Sensation

Mr. Sproule's announcement created a sensation in the roomful of lumber producers who have for years been fighting for the opening of the gateway that would allow lumber to be shipped over the northern lines and into territory that is now closed by high freight rates.

As far as this open gateway would affect car distribution, however, Mr. Sproule asserted that it would afford little relief because the "home lines" tries to load its cars on its own line first.

Mr. Sproule discussed the car situation at some length, asserting that, first of all, the fact that the Southern Pacific has fewer cars per mile of track than some other roads is no criterion as to its susceptibility to shortage. He said the density of traffic is what controls.

So many cars carry so many tons of freight for so many miles. Measure the railroad by that criterion, he said, and the Southern Pacific is as well equipped as any. He urged that fullest possible use be made of the cars and that "dead time" be avoided.

Asked if relief from the present shortage could not be had by increasing the per diem rate charged for the holding of cars out of use by foreign lines, he replied that the charges are a small factor, because when a railroad needs cars it needs them so badly that it will pay the charge, whatever the charge might be.

In most years, he said the railroads have been able to assemble a supply of cars in advance of the heavy period of use. This year, however, on account of the unprecedented business, the carriers have not been able to do so and are caught with a large percentage of equipment tied up at Atlantic seaports or on railroads in remote places where it cannot be reached.

Causes are Listed

Mr. Scott listed the causes of the shortage as follows: Unprecedented activity in eastern manufacturing, which brought on unprecedented demand for cars; deficiency of shop tonnage on both coasts; closure of all transcontinental shipments to the railroads; congestion of freight cars at eastern terminals which make them hard to get at for return and re-loading; failure of car builders to fill order for 3500 new box cars with sufficient promptness to relieve the situation thus brought about.

Bert Snook of Fall Creek was thrown from a horse Tuesday a short time after noon. He suffered several severe bruises, so that he was still confined to bed yesterday, but no bones were broken.