

# THE SPRINGFIELD NEWS

EIGHTEENTH YEAR

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## THE WAY CLEAR FOR WORLD FAIR

### Atlantic-Pacific Highways and Electrical Exposition In Portland

Congress recently adopted a joint resolution, which was promptly signed by the President, giving government recognition to the world's fair or international exposition which has been proposed to hold at Portland in 1925. This resolution gives the president authority to extend to foreign nations an official invitation to participate.

Other cities, notably Boston, at the opposite extremity of the country, were seeking to obtain this recognition in behalf of similar projects. This action of congress clears the way for the Portland exposition. The project may be considered fairly launched.

As soon as this resolution was adopted and signed by the president, and the proposed exposition became thus a national project, Gov. Olcott issued a proclamation, which he called "A Message to the People of Oregon." He said that this action of congress "should be the signal for state wide demonstration in recognition of the opportunity afforded to present the resources, scenic advantages and the civilization west of the Rockies to all the world." He therefore, in cooperation with the Exposition Directorate, suggested gatherings in the various communities, in unison with such a gathering in Portland, in recognition of this national action, and as a welcome to the opportunity which it afforded. He named Wednesday evening, August 17, as the date for such local celebration.

It is doubtful if this occasion was very generally observed in the smaller communities throughout the state. But the movement is now fairly afoot. Recognition, federal and state, has been obtained. Recognition by other states, by the great cities of the country and various important civic bodies will follow. We may safely take it into our calculations that there will be a great exposition in Portland in 1925; in which Portland, Oregon and the Pacific Northwest will have exceptional opportunities to set forth their peculiar advantages; and which all the other portions of this great country and its dependencies and all the other nations of the world will participate, not only as observers but as exhibitors.

The time is a long way off, three years and a half, but it will soon roll around. There is plenty of time to lay plans carefully, and carry them out thoroughly; to lay foundations and build on them, without rush and confusion. It has been suggested that enthusiasm stirred up so long before hand will have time to die down. But there will be a central body of citizens keeping up the fire and all the time widening the circle of interest.

The official title given to the enterprise is the "Atlantic-Pacific Highways Electrical Exposition." It may seem a bit cumbersome until we become accustomed to it. The fair will go on, in spite of the clumsy name.

What ideas do the separate parts of this many jointed title represent? Perhaps these: First, the completion of a great transcontinental system of highways, binding together the Atlantic and Pacific coasts and all between. Second, an exhibition of the Pacific coast highway system, as it will be seen in 1925; for the interest of the tourist, not only the pleasure seeker but the traveler with a business eye. Third, an exhibition of the immense resources, developed and undeveloped of the Northwest in water and electrical power.

We purpose to take up some of the possibilities of such an exposition, with reference to the interests of the world, of the United States and of the Northwest particularly, in succeeding issues.

O. R. Morgan, of Laurel, Montana, who was recently elected to a position in the high school has accepted. The corps of teachers is now full.

## METHODS AT COTTAGE GROVE CLOSES

The Methodist meeting at Cottage Grove, which closed last Sunday evening, was a part of a movement for the establishment of a permanent camp meeting which should serve and be recognized as a central camp meeting for the entire Oregon conference. The territory of the Oregon conference includes all of western Oregon and the southwestern part of eastern Oregon. The district of which it is composed have lately been reduced from four to three in number: the Portland, the Salem and the Southern. The Southern district includes much more than half the territory of the conference. Dr. S. A. Danford is the superintendent of this district.

A location was found at Cottage Grove for the initial session of this annual camp meeting, just closed. The people of Cottage Grove, irrespective of their religious proclivities, recognized the value of the establishment of such an institution to their town, and backed up the meeting just held to the extent of guaranteeing the expenses, which amounted to somewhere in the neighborhood of \$1000. The money was raised, however, without much difficulty, by the ordinary plate collections and by direct appeals to the congregation.

The tabernacle and living tents were rented from a Portland awning company. Rev. W. V. Hutchinson, formerly of Springfield, now pastor at Canyonville, had charge of the grounds.

A committee of one minister and one layman from each district was appointed to look into the matter of a permanent location of grounds, and make recommendations to the annual conference, which will meet in a few weeks. The members for this district are Rev. D. H. Leech, of Eugene, and Dr. W. H. Pollard. The Cottage Grove people are offering liberal inducements for the permanent location, including the donation of ample grounds, a property valued at about \$5000. Dr. Danford, some months ago secured an option on a portion of the Peterson tract, on the west side of the Goshen road, across the river, which is considered a desirable location. It would be as accessible to all parts of the conference as any location that could be found.

Those who have not been in the habit of looking and thinking along such lines might not appreciate it at first. Some of them never would and some would much rather not see it done; but persons familiar with such matters and all persons of good judgment who are on the keen lookout for the true interests of Springfield should readily see that the establishment of such a permanent camp at her doors would be one of the most valuable assets to the town, in a business way and in many other ways, now within immediate reach.

S. S. Potter and family left Springfield for Bandon, Tuesday morning. They expect to make their home on a piece of land they have bought near there.

## BUT THEY MISSED THE MORNING NAP

Dr. Pollard and Emery, desiring to spend the entire day, Thursday, at the camp meeting at Cottage Grove, drove out to R. E. Davidson's and left their car, and took the 6 o'clock train at Springfield Junction. They took in all the services of the day except, possibly the early morning prayer meeting.

After the night services were over they waited at Cottage Grove station for the Shasta Limited, which comes through there at 3:37 in the morning. It would have been but a short run to Springfield Junction, perhaps they might venture to steal a cat nap on the way; then a little walk, just enough to freshen them up, to Mr. Davidson's place, pick up their car, then just a little spin home, in time for a good morning nap. That was the plan. But here is the way it actually worked. The Shasta Limited had no engagement to stop at Springfield Junction, but insisted on taking them on all the way to the Eugene station. They walked all the way from there to Davidson's, picked up their car, and drove home—in good time for breakfast.

## FIND THE ERROR

The Bell Theatre, in combination with these four stores: Eggiman's, Kotel's, Gray's Cash & Carry and Green's Community Cash store is offering a prize, to be competed for by every reader of this paper. In the ad of each of these houses, each week, will appear one misspelled word. Get the paper as soon as you can; hunt out, each either or all the errors and present the correction at the store Friday morning. Two tickets will be given to the person first presenting each correction. The tickets on Kotel's and Gray's ads will be good only for Wednesday night following publication. Those on Eggiman's and Green's for Saturday night following. Look sharp. Act quickly.

The Postoffice Department yesterday ordered arrangements made for examinations for the selection of postmasters at a number of Oregon post-offices, including Springfield.

## J. H. BROWN DIES IN AUTO WRECK

### Head Is Crushed When Automobile Turns Over Near Thurston

Last Monday, John H. Brown, whose farm is near Thurston, had several persons employed picking evergreen blackberries. He had to drive through a neighbor's premises to reach the place. About 4 or 4:30 in the afternoon, he drove in with a Ford car, to exchange some empty crates for some filled ones. He attempted to make a turn near a 15 foot bank bordering a slough. Although he had plenty of room, from some unknown cause the car turned over on the bank. Mr. Brown was driven partly through the wind shield. His head appeared to have been caught under the car. His skull was fractured in several places and broken in one or two places. As the car went down the bank, his body was carried with it. His head was under water, but it seemed evident that life was destroyed before he was carried into the water. Mrs. Brown and another woman were only a few rods away, but bushes between prevented her from seeing the accident. A Springfield physician was called, and made the necessary examination.

Mr. Brown was 67 years old. Besides his wife, he leaves one son, M. H. Brown of Thurston. The remains will be buried at Mt. Vernon cemetery this afternoon.

## REUNION OF FORMER INDIANA NEIGHBORS

Roy Glass is a traveling salesman for Allen and Lewis, of Eugene. He and his wife live in West Springfield. For the past two years, Mrs. Glass' parents, Mr. and Mrs. Ora Bosserman, have made their home with them. Two weeks or more ago, Mr. and Mrs. Claude Jones and their daughter Ruth and son Paul, of Stillman, Indiana, came to visit them. Mr. Jones is a brother of Mrs. Bosserman. All these three families, A. C. Travis, of Springfield, and W. R. Wing, of near Irving, Mrs. Travis' brother, were neighbors, years ago, near Stillman, Indiana. As the Jones family were about to start on their homeward journey last Monday, a reunion was arranged for Sunday, at the Wing home. There were present all the members of the three families first mentioned; Mr. and Mrs. Travis and their daughter, Francis, Fern and Emma; Mr. and Mrs. Wing; their son Harold Wing, wife and two children; their son-in-law and daughter; Mr. and Mrs. L. W. Zumwalt and three children, and Mr. Zumwalt's mother. There were 23 in all, and their ages ranged from two months to about 80 years. They feasted on the fat of an Oregon farm, with watermelon on the side; and they made believe that they were back in the old farm neighborhood near Stillman, and they lived the old days over again, at least the older ones.

## OPENING PRICES ON NEW PRUNES ANNOUNCED

Opening prices on the new crop of prunes have just been announced by the Oregon Growers Cooperative Association and buyers are taking hold of the 1921 crop at the prices named in a way that is very pleasing.

Five carloads were sold the first day following the opening announcement and during the first three days nine cars were sold.

The following are the actual selling prices of the prunes f. o. b. shipping point after the boxing cost has been deducted: 30-40s, 10%; 40-50s, 9%; 50-60s, 7%; 60-70s, 6%; 70-80s, 5%; 80-90s, 4%; 90-100s, 4%.

These prices are the same as those at which Washington Growers Packing Corporation is opening its sales and are within a half cent of the opening prices on California prunes which have been sold for many years at a price which has been several cents in advance of prices on Oregon Italian prunes.

The fact that Oregon prunes are going at prices which are nearly equal to those on the California product indicates that buyers are looking on the northwest prune with increasing favor. This has been brought about largely by the efforts of the association in its advertising campaign and by putting out a standardized pack under the Mistland Brand.

Though this year's prices are several cents under those announced in last year's opening, the prospect is much more promising because every indication points toward a rising market in contrast with the sharp decline which was experienced after the first sales of the 1920 crop.

Reports coming from the growers indicate that they are pleased with the prices. C. R. Thompson, manager of the Sheridan plant of the Association says, "I have personally interviewed a large number of growers in this vicinity and they all express satisfaction in regard to the new schedule of prices."

There are no war scenes in "His Own Law," but it is a picture every serviceman should see. Sunday at Bell.

## ASSISTANCE OF SHIPPERS IS ASKED BY LOCAL AGENT

Assistance of Springfield shippers in cutting down loss and damage to freight is being sought by the Southern Pacific company, who are making special appeal for proper packing, marking and loading.

Mr. C. Olson, agent here pointed out that loss and damage freight claims, which on class 1 railroads mounted from \$23,346,965 in 1916 to \$104,398,930 in 1920, represent absolute economic waste.

"After settlement has been made," he said, "no one is better off than he was before the loss or damage occurred while the country is poorer to the extent of the property destroyed, and the shipper is annoyed at the failure of his goods to reach him in good order."

The Southern Pacific company has inaugurated an intensive campaign among its employees during the month of September to demonstrate what can be done to eliminate loss and damage, and is asking shippers to join in a common effort to reduce this dead loss.

Carload freight is packed, loaded and braced in the car by the shipper. The function of the carrier is to transport the car with reasonable dispatch, as directed by the shipper. If the freight is not properly packed, loaded and braced in the car damage is liable to occur.

Less than carload freight is packed and marked by the shipper. The carriers are forced to depend largely on the shipper to properly mark freight in compliance with tariff and classification requirements.

The company appeals to shippers to assist in delivery of freight in good order by assuring themselves that sound shipping containers are being used, that classification requirements for marking are being complied with and that carload shipments are properly loaded and braced.

The freight protection department is at the service of shippers and is ready to render any assistance useful in solving these shipping problems.

## BAD FALL TAKES LIFE OF PIONEER

### J. F. Smith Dies at Hospital Crossed Plains in 1871—Was Bank Director

J. F. Smith, who has lived for several years at the old Brattain home in the eastern part of town, climbed the windmill near the barn, late Sunday afternoon, to make some repairs. As is supposed, he slipped and fell to the ground. His wife went to look for him, and found him unconscious. Examination by a physician showed that his skull was fractured, his right arm broken and his chest jammed by the fall. He was taken to a hospital in Eugene, and died early Monday morning.

James Franklin Smith was born near Monmouth, Illinois, January 1, 1864. He was one of the younger, and the last survivor of ten children. When he was seven years of age, his parents started across the plains for Oregon with their family. The father died on the way. The mother, with her children, took up the struggle of life in pioneer conditions. Frank, as he was called, battled his way up, through hardship and difficulties. He was possessed of abundant means at his death.

In January, 1868, Mr. Smith was married to Miss Emilia A. Brattain. They had no children, but they adopted a nephew of Mrs. Smith, Paul H. Hadley, who now lives at Jasper, where the family lived for many years. Mrs. Smith survives.

Mr. Smith was for several years, in early days, one of the county commissioners of Lane county. In later years, he was for several years president of the First National Bank; and he was a director until the time of his death.

The funeral was held at Walker's chapel at 2 p. m. yesterday August 24. The chapel was filled. The funeral sermon, by request of Mr. Smith, made several months ago, was preached by Rev. T. J. Moore, who had known him intimately for several years, and spoke appreciatively of their relations. His text was John 12:24.

The interment was in the I. O. O. F. cemetery in Eugene.

## WENDLING BRANCH CHANGES

As part of a general change of schedule on the Southern Pacific lines slight in most cases, to take effect next Sunday, the daily passenger trains, Nos. 91 and 92 on the Wendling branch, will be discontinued. The only train service on that branch after that time will be by Nos. 245 and 246, mixed trains, daily except Sunday. Their time will be as follows: Leave Springfield 8:15 a. m.; arrive Wendling 9:45. Leave Wendling at 11:00 a. m.; arrive at Springfield 12:50. A little later than before, except return time here.

No change announced on the Oakridge branch.

## FIRST BLOOD

A crowbar fell from somewhere about the upper part of the school building, yesterday morning, and struck Roscoe Perkins, the son of the contractor, who was on the ground, on the side of his nose, smashing it and turning it to one side. A physician put the nose in shape, and it will probably be all right in a few days. Mr. Perkins says this is the first time in all his experience as a builder, that he has had to take a man off his work by reason of his injury.

## BRUNETT VISITS

Geo. I. Brunett, who worked for his brother-in-law S. A. Baker in the Springfield flouring mill, for some years, and afterwards had charge of the mill at Jasper for a while, was hunting up old acquaintances in Springfield, the latter part of last week. He and Mr. Baker had continued in the employ of the new firm after Mr. Baker sold to the Brownsville mill. Mr. Brunett had been taking an extended vacation, most of which he had spent at McCredie Springs.