

## CHANGES IN THE STREET CAR LINE

### Their Probable Place in the Plans of the Railroad Company

When the News printed, in its issue of July, 14 a lengthy article dealing with some fresh indications of the early revival of the long suspended railroad operations which were expected to culminate in the establishment of extensive shops in Springfield probably many of the readers regarded it as a piece of baseless speculation, a recurrence to the campaign of fiction and bluster with which Springfield was so disastrously familiar a number of years ago. It was nothing of the kind. We were not at liberty, in the use of the information we had, to speak any more positively at that time than we did. We expected that some local conferences, which did not take place, would prepare the way for more definite statements. Some features of these expected movements are beginning to come to light.

To go back along the track a little. Two or three years ago, when the actions of the river made the street car bridge unsafe, and the company seemed to be making preparations for work upon it, it was rumored that it was to be rebuilt or reconstructed on a permanent and more secure plan. But when the work was done, it looked like the temporary repairing of a weak bridge. Last spring, the bridge was again declared unsafe; and again a crew was brought in to reconstruct or strengthen it. It was plainly manifest then that the repairs were only temporary. Not only so, but the timbers used in the false work were old ones, the best selected out of the timbers cast aside from the rebuilt trestle near Springfield Junction.

Evidently the bridge had been marked to be discarded for some time back. Changes have gone so far that the railroad officials make no further concealment of their plan to abandon the old street car line from the point of divergence of this line from the Southern Pacific main line, and run into Springfield over the S. P. line proper. The Eugene papers virtually accept the fact that these changes are only a part of a more general scheme of changes, probably including ultimately the establishment of the great shops here.

We venture to drop in a word here, that a railroad official, not long ago, dropped an intimation that certain business operations of the railroad company, having nothing to do with construction, signified that Springfield was being figured into their calculations for the next few years as a more important factor than ever before.

A few straws indicating the direction of the wind. The strengthening of the track between here and Springfield Junction, this season, the thoroughness of the overhauling and the solidity of the track as it now stands, look like building for heavy traffic. On the other hand this very thing would seem, on the surface, to indicate that the rumor going here lately that this part of the line is to be double tracked, bridge and all, to accommodate the street car traffic, is premature. The line from the river to the Junction is all high embankment, and double tracking would be heavy work.

If the trolley traffic is not provided for in that way, what then? It is but a guess, but we venture the guess that the changes which we already see going on in this short detached section of electric line may mean that it is to assume altogether a different relation to the Southern Pacific system; possibly a linking up with the company's incomplete system of electric lines down the valley.

We reiterate our conviction, partly expressed and partly pointed to in our article of seven weeks ago; that the completion of the Klamath Falls line and the building of the east and west line through Oregon are essential parts of the plan of the Southern Pa-

## NOTES FROM THE AUTO CAMP GROUND

Two parties who had visited Crater Lake within a few days had this to report, which was new to the listener, was new to them when they went into the park and may be new to most of our readers:

Every automobile that goes in pays a fee of \$2.50. A ranger occupies a station at a shack somewhere out on the road towards the border of the park. Every car, when it approaches this station must sound a horn. The ranger steps out collects this fee, and takes the number and make of the car, the name, address and description of the responsible person and furnishes him with a copy of the regulations governing tourists in the park. They report the roads on both sides of the Cascades as simply dirt roads in a light, volcanic ash soil, and badly cut up with the season's travel. The fee collected from the great number of cars going in to the park during the season will contribute largely to a fund for the maintenance of the park and the building of the contemplated roads.

The travel is dropping off. Long distance tourists will be scarce from this time on. However, one party from Fresno, California, who were on the camp last Friday night, were just fairly started on a long tour into Canada. They expected to be out seven or eight weeks yet.

## LEGION MEN, ATTENTION

The blanks which were to have been examined and discussed at the meeting of the Post last Friday night will positively be on hand to-morrow night. Let every ex-service man be present. It is important that ex-service men study the bonus matter in all its bearings, make their selections as to the features of the measure, act together as far as possible and be prepared to make their applications promptly.

cific and its allies, suspended by the breaking in of unforeseen difficulties, and to be taken up and carried to completion soon; that the closing up of the gap in the Klamath Falls line will necessarily be the first link; that the great shops in Springfield, projected long ago, will be needed in operation, perhaps not at their full capacity; when this line is finished that work on the shops will probably begin as soon as work on the line begins.

An epic of the Andes Mountains in South America, "The Fire Cat," Bell, Wednesday, Sept. 7th.

## MAN DROWNED IN WILLAMETTE

### Axel Sanstrom, Swedish Laborer Meets Death Tuesday Afternoon

Just after the close of the work on the overhead crossing on the Goshen road, Tuesday afternoon, two of the workmen, Axel Sanstrom and Oscar Sandburne, went into the Willamette river near the work to bathe. Sanstrom was a poor swimmer, and, getting into deep water, was about to sink. Sandburne undertook to help him, was dragged down twice by Sanstrom's struggles, and was obliged to give him up to save himself. Others came from near by to help; and Sanstrom's body was taken out of the water and hurried into Springfield. An examination by a physician showed that he was beyond hope of recovery. It had been 15 or 20 minutes since he sank.

The body was taken to Walker's undertaking parlors, and the essential facts available recorded. Coroner Braustetter came over yesterday morning, investigated the case and decided that an inquest was not necessary.

The drowned man was a native of Sweden, about 30 years old. He came here from Seattle, and had been engaged on the crossing work since last April. The address of a brother living in Los Angeles was obtained and he was notified by telegram and invited to send direction as to the disposition of the body.

Mr. Walker received a telegram from Sanstrom's brother yesterday. In accordance with his directions, the funeral will be held at Walker's chapel this afternoon, and will be conducted by Rev. T. D. Yarnall. The burial will be at Laurel Hill cemetery.

## CHRISTIAN ENDEAVOR WATERMELON PICNIC

A News scout on the auto camp ground, one night last week, fell in with a large group of young people coming into the ground, and was invited to help them eat watermelon. Being in hurry, he passed up the occasion as an ordinary case of "tapping a watermelon." But it turned out that the watermelon was a mere incident.

Rev. Walter Myers, of Eugene, was a delegate to the World's Christian

## ARE YOU LUCKY?

The Bell Theatre, in combination with these four stores: Eggiman's, Ketel'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. One ticket will be given to the person first presenting each correction. The tickets on Ketel'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.

## HUCKLEBERRYING

Huckleberrying has been a close rival for deer hunting as an attraction on the upper McKenzie since the season for both set in. The berry hunters report the berries not so plentiful as last year, but when one party of four brings in sixteen gallons it can hardly be called a bad season. John Edwards, Pierce Glaze of Eugene, and their wives were up there from Saturday to Tuesday. Prof. Roth, E. G. Sutton, W. N. Long, Fred Clingan and Jake Hepner made a berry hunt last Sunday. Mr. and Mrs. I. D. Larimer went up yesterday.

## INJURED NERVE

H. S. McGowan met with an accident several weeks ago, which might seem slight on a casual report, but which has caused him a great deal of suffering and serious trouble. He was working about his woodpile, and some of the wood fell, and a block struck his elbow and injured a nerve. Such an injury is often difficult to deal with, and this was not healing satisfactorily. Mr. McGowan went down to Portland yesterday, to receive treatment from a nerve specialist. Mrs. McGowan accompanied him.

Endeavor Convention, lately held at New York City. Sixteen thousand delegates were there, representing the Christian Endeavor societies of several churches, from all parts of the world. Mr. Myers had addressed several large audiences in this vicinity on his observations at the great convention. This little company, gathered on the grass on the camp ground, in the dim light of a nearby street light, made up of members of the Christian Endeavor society of the Christian church, with several Methodist guests, listened to a very entertaining, instructive and inspiring recital.

Mrs. Belle Spong made a trip down the valley within the past two weeks returning Saturday night, for the sole purpose of investigating business conditions and prospects on her own account. She visited Albany, Corvallis, Independence, Salem and a number of smaller towns. She sought out those whose judgement she thought best worth obtaining among real estate men, hotel people and people in other lines of business. She found a general expression of hopefulness for the near future, but saw nothing to indicate any better conditions or prospects in any of those places than in Springfield.

The Springfield hotel dining room is being repaired. The partition on the west is also being removed, to enlarge the dining room in that direction. Mrs. Spong is doing this at her own expense, because it is greatly needed, and there seemed to be no other way to do it.

J. M. Philippi and daughter Mavis, of Emmett, Idaho, and his sister, Mrs. Sarah Scott of Boring, Oregon, spent the week-end visiting with their sister Mrs. Mary C. Magill, and other relatives. Miss Philippi left Sunday for Bemijl, Minn.; her father and aunt leaving Monday for Portland.

D. C. Wigle, of Odell, Oregon, has been visiting O. F. Kizer and family and some friends in Eugene for the past week. He returns today. He is a second cousin of Mr. Kizer. He is janitor of a school building at Odell.

The outside surface of the walls of the new school building have been un-

## SPRINGFIELD HAS NEW INVENTION

### Association Formed for the Manufacture of Corsaw's Gasoline Gauge

Harry Corsaw is the inventor of a simple appliance that ought to be welcome as a boon by all automobile users. It is a gasoline gauge. It shows the exact amount of gasoline in the tank of the car at any time, and the marking is visible from the driver's seat so that the driver does not have to get out of his car, or make a special examination, to ascertain how much gasoline he has.

Such appliances have been attempted before, but they have been too complicated to become generally acceptable. This gauge seems to solve the difficulty, and the price will put it within reach of every automobile owner.

To begin with the first filling of the tank of his new car, the owner has his own accurate measure of the amount of gasoline that is going into it. He can tell by a glance at his gauge at any time, before he starts or while he is running, how much he has in his tank. If he has a speedometer, he knows how many miles he has been making with a certain amount of gasoline; and if he has a difficult run ahead of him, he can tell at a glance whether he needs to fill up or not.

Home-made working models of this gauge have been tried out on a number of cars in this vicinity and in other places. Mr. Corsaw has applied for a patent.

A number of Springfield men have interested themselves in the invention, and have formed an association to promote its manufacture and sale. The title of the organization is the "Springfield Manufacturing and Investment Association, Not Incorporated."

Negotiations are under way with a Portland firm for the manufacture of the gauge for a while at the beginning. The plan is, as soon as proper arrangements can be made and a plant established, that it will be manufactured here. The scope of the organization contemplates the manufacture of other products, as the occasion may offer.

The successful inventions, generally, have been those which met with a general need. This one certainly does that. It is to be hoped that it can be kept within the control of Springfield people, and that this community shall be able to reap as large a benefit from it as possible.

covered all round. The asphalt covering of the roof deck was finished yesterday afternoon. Most of the tiling has been laid on the slopes of the roof. Most of the lathing has been done, and the plastering of four rooms has been finished.

A reunion in the Murphy family circle took the form of a picnic on the auto camp ground, and brought together the following persons: Mr. and Mrs. I. E. Murphy, Misses Era, Velma and Hazel Murphy, Mr. and Mrs. W. A. Elkins and family and Don Zimmerman, of Eugene; Mrs. Zola Arehart, of Lebanon; and Mr. and Mrs. D. B. Murphy, of Springfield.

Isaac Zumwalt, an inmate of the county home, dropped dead at the home Wednesday evening, August 24. The remains were buried from Walker's undertaking parlors Saturday afternoon. The burial was at Laurel Hill cemetery. Mr. Zumwalt was 81 years old.

Mr. and Mrs. Fred Hinson spent the fore part of the week visiting at the home of Mrs. Hinson's sister, Mrs. Joe Hill at Lost Creek and at the home of Mr. and Mrs. Albert Metheny, at Winberry.

The big black locust tree that stood in the angle at the front of the house occupied by Dr. Emery, and for years had been covered by a big vine, was cut down yesterday for the protection of the house.



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