

CONDITIONS IN THE MILL YARD

Stock of Lumber on the Docks Being Rapidly Reduced Pond Full of Logs

When the sawmill closed down last winter, for a short time as most of us supposed, it was generally understood that the yard was piled full of lumber. Perhaps most of the people about Springfield whose interests do not keep their minds fixed on the course of things connected with the mill have carried along to the present the notion that the same condition exists today. A mere glance over the yards and through the sheds will show that this is very far from the fact.

It does not require much thought to see that if there are any shipments or local sales at all, the stock of lumber on hand must be reduced by just that much. A drainage has been going on for half a year or more, and no addition to offset it. The outgo has increased through the summer. The most careless observer could hardly fail to notice the frequency with which trucks loaded for Eugene or wagons loaded or partly loaded for country points passed through the streets. Cars going out loaded have been a more and more frequent sight. This is bound to tell on the stock in time.

The planers have been running at a moderate rate nearly all the time. A great deal of their output has gone into the dry sheds, and some of it has gone out again. This has meant a heavy draft on the higher grades of lumber, such as the planers mostly work on. Some of it has meant a transfer from the piles on the docks to the drysheds; but a great deal of it has gone to fill outside orders. And the stocks have been depleted to such an extent that the Booth-Kelly Lumber company has had a number of times lately to draw on an outside mill to fill an order for certain kinds of planer stuff. Maybe not very much, but some. It may be that there is more lumber in the drysheds now than there was at the time of the suspension, but they are by no means overcrowded. Certainly the proportion of the company's stock of lumber in the sheds, protected from the weather and ready on an hour's notice to fill orders for high grade lumber is greatly increased. That is a fine state of things.

But go out on the docks, and you will see what inroads have been made on the stock. The piles of lumber that used to cover all the available space, even crowding the driveways, have been literally riddled. This condition increases as one goes toward the east, especially on the newer docks over the pond. There is not more than half the lumber in the docks of the company that there was at the time of the suspension. This agrees with the estimate of one who has had his eye on it every day.

Another thing that might surprise a person who has not taken a look or given it a thought. The pond is filled with logs almost to its utmost capacity. It is estimated that there are from 12,000,000 to 15,000,000 feet in it. Suppose the mill should start up some day on a moderate cut of, say from 100,000 to 125,000 feet a day. There are enough logs in the pond now for a run of something like 120 days at that rate. That is to say, if the company were loaded up with orders, and it thought best to start its sawmill going on these orders, it could run all winter, four or five months at least, on the logs now in the pond, if the snow was so deep that they could not get into a logging camp.

It was shown during the years suspension after the burning of the old mill that fir logs will not lie forever in the water without deterioration. Nobody supposes that these logs were brought down out of the mountains to escape the fire to be allowed to lie in the water and rot. Everybody about Springfield is vitally interested in these matters. Everyone who

PROGRESS ON THE SCHOOL BUILDING

The work on the roof of the high school building is done, and Mr. Berger has gotten his pay and gone his way to other fields of work. The delay in the shipment of a part of the tin plates did not hinder the general work.

There was a little delay in receiving some flooring from Eugene, so that Mr. Perkins could not work a full force the first part of the week.

The name "High School" and the year "1921" already stand out boldly on the brow of the new building.

The upper rooms are practically finished, except for hanging some of the doors. The plastering, except on the assembly room, is done down to the basement, and most of that.

Mr. Perkins thinks the entire job will be finished by October 10th. What is left after the date set for the opening of the school will be such as can be done without interfering with the work of the school.

GETTING ALONG WITHOUT A SAWMILL

A Springfielder who made a short visit to Coburg, a few weeks ago, rambled over the old millyard, trying to locate some of the points with which he was familiar years ago. Speaking to a Coburg business man about the long suspension of the Booth-Kelly mill here, he remarked: "You people have had some experience in that kind of a situation." "Yes", said the Coburger. "We've learned that we can get along without a sawmill." Knowing something of the way Coburg has been "getting along" without a sawmill, he was reminded of a story his mother had told him of an incident that occurred a good while before he came to the country. An old farmer and his wife, both riding on one horse, came to visit the aforesaid Springfielder's grandparents over Sunday. When the visitors were about to start home on Monday morning, and the old gentleman had mounted the horse, and squared it up along the "Upping block" for the old lady to mount behind him, he remarked, "We're a-needin' of another horse and a wagon mighty bad." He had been "getting along" for years with one horse, in a one-horse kind of way; but he realized that another horse and wagon would be a great advantage to him.

Never mind, Coburg may be an important station on a strong line of railroad one of these days, and some other industry may arise on the site of the old sawmill.

knows anything about a lumber country can look into them for himself, and form a judgement as valuable as anything set forth here. But when you are speculating on the probability of an early opening of the big sawmill as we know hundreds of people hereabouts are, you need not figure an overstocking of cut or dressed lumber or shortage of logs into your calculation at all. Look and see.

Ferrol C. Perkins, sergeant in Co. F, 142, Infantry, has filed his discharge with the county clerk.

NOTES FROM THE AUTO CAMP GROUND

Three auto parties were on the ground Tuesday evening.

One consisted of two men and two women. The leading lady, the spokesman of the party, said they had been on such a trip as they were making this season for several years—traveling, and working by the way at any reasonable work that would employ as many of them as possible. Their home is in Yakima, Washington. Their chief objective on this season's tour was to get a good view of California. They had gone as far as Redding, and the heat became unbearable. They turned back and worked awhile about Corvallis. They had worked in Jess Seavey's hop yard. They were going on as far as San Jose, and expected to winter there.

Another party consisted of two young men and their wives, from Rockaway, Oregon. One of the men is a photographer. The tourist season is his harvest, and he could not get away for his tour until most others had taken theirs. He expected to visit Crater Lake and Mt. Shasta, and perhaps Mt. Lassen and the Josephine caves, and stock up with photographic views of those points.

Touring the country in an automobile is not one long joyride, as some persons, mostly those who have never tried it, may imagine. It has its seamy side, too. A News observer, coming on the camp ground one evening found a traveler, a strong, middle aged man, with one wheel of his car on the ground, trying to extract the tire from the channel where it seemed as though it might have grown. It was an uncommonly stout, firm looking cord tire. He said it had traveled ten thousand miles, and he thought it was good for several thousand more, although it was somewhat scaled and scarred on the surface. The tourist for a long time was unable to budge the tire. He would claw at it with his fingers awhile, and then he would make a valiant effort to insert the end of his tire tool. For a good while he bore it with beaming patience. The observer sympathized with him deeply and tried to help him, by bracing the wheel or whatever suggested itself to him. But he was too ignorant about cars and tires to even make a respectable showing standing over the worker with his hands in his pockets, and giving advice. Finally the workman paused, gazed at the wheel steadily for a few seconds, took deliberate aim and struck the tire a smart blow with the edge of the curved bar, accompanying the action with a good-sized swear word, not uttered with any particular violence. The effect seemed magical. The tire loosened itself from the clasp of the rim all round at once, and fell to the ground. The tourist seemed greatly surprised. The sudden yielding of the tire seemed as unaccountable as its stubbornness before. The observer is too inexperienced in such matters to say with any assurance whether it was the blow or the oath that did the business. Neither one seemed enough to account for the result. It really seemed that the traveler timed the blow and the oath with

DESTRUCTIVE FIRE AT J. W. SEAVEY HOP RANCH

Fire was discovered about 11:30 Tuesday evening in a large warehouse at J. W. Seavey's hop yard. It had made such headway before it was discovered that it could not be checked. The warehouse, and the store building which adjoined it, were entirely destroyed. Ross Mathews, of Thurston, who runs a store in the building during the hop season, had removed part of his stock. The rest was destroyed. Work in the hop field was finished that afternoon, and a great deal of miscellaneous equipment had been stored in this building. Dances were held in this building during hop season, and there was a piano in the building. All this property was destroyed.

A large wide-spreading maple tree, standing between the warehouse and a row of bunk houses, prevented the fire from being carried to these bunk houses and from them to the large barns beyond. There had been fire in a furnace in the warehouse early in the evening, but it is thought it had died out. No one knows how the fire started.

such nice calculation that the tire felt the impact of the two at the same instant.

METHODIST ANNUAL BUSINESS MEETING

The Methodist quarterly conference last Thursday evening, was preceded by a supper, of which from 50 to 100 persons partook. It is needless to say that there was a good attendance at the business meeting. A unanimous request was presented to the coming annual conference, through the district superintendent, Dr. Danford, for the return of the pastor for another year.

Dr. W. H. Pollard was elected delegate and Mrs. U. G. McElhany alternate, to a special lay electorate conference, to sit with the annual conference this year, to vote on certain constitutional changes. R. W. Smith and M. Morris were elected delegate to a laymen's association, which is to meet at the same time as the annual conference.

FARNHAM'S FUNERAL

The remains of Private Waldo H. Farnham, whose expected arrival was announced several weeks ago, arrived in Eugene the latter part of last week. Funeral services were held at the Branstetter chapel Sunday morning. He was a son of Mr. and Mrs. David B. Farnham, of Waverlyville, who had lived in Springfield for a time, several years ago.

He was born at Aumsville, Oregon, October 29, 1895. He was a member of the 16th Company, 5th Regiment of Marines. He was killed in action at Mt. Blanc, France, in October, 1918.

4 L NEWS BULLETIN

COOS BAY

The Buehser and the A. C. Smith mills and camps are running. All other operations in this vicinity are down. A local logging outfit has leased the Bay Point mill, and will try to beat the low price offered for logs by manufacturing and marketing their own product, starting this month. Reedsport Lumber Co., Reedsport, Oregon, is running.

WILLAMETTE VALLEY

Booth-Kelly operations are down awaiting improvement in conditions. The Coast Range Co., at Mabel, is running, but future operation here doubtful. Fischer Lumber Co., Marcola running. The Mohawk Lumber Co., at Donna, is down indefinitely. Bohemia Lumber Co., Cottage Grove, is operating. J. H. Chambers, Cottage Grove, is running part time. Western Lumber & Export Co., Cottage Grove (down for several months), reported will resume cutting in October. This territory has been very hard hit, ten or more mills in Lane county having gone into bankruptcy or receivership within the last six months. The creditors of the Point Terrace mill, at Beck, will start the operation soon to liquidate the four million feet of logs now in the company's boom, with no promise of continuous operation. Practically all the small tie mills in this

READY TO MAKE GASOLINE GAUGES

Arrangements Completed for Manufacturing Corsaw's New Invention

The organization of the Springfield Manufacturing and Investment association, not incorporated, has been completed. The attorney of the association is Chas. M. Stevens, of Eugene. The plan of the association is to create a trust fund, for the purpose of establishing a manufacturing plant, to manufacture any article that the association may see fit to turn out. The first object is the manufacture of Corsaw's Gasoline Gauge.

The association has made a contract with Geo. B. Prettyman, of this city, a machinist, to install machinery in his own workshop for this purpose. The necessary machinery and tools for this purpose have been purchased, and the shop will soon be prepared for the work. Enough material has been ordered to manufacture 1000 of the gauges. Mr. Prettyman has entered into a contract with the association to manufacture this number of the gauges. He expects to begin turning them out within 30 days, and to turn out the whole number within two or three months.

It is expected that this first lot of gauges will be sold and put into use in this vicinity; so that the practicability and efficiency of the invention, and its capability of supplying the need it was devised to meet can be demonstrated in the territory near home.

territory are down.

Both camps and mill of the Hammond Lumber Co., at Mills City, operating 8 hours. At Silverton, the Silver Falls Timber Co., is running two shifts, with the Silverton Lumber Co. running one. Spaulding plants at Salem and Newberg are operating. The first logs from the new Miami logging project will be shipped about October 1. The plant of the Prouty Lumber Co., at Timber, Oregon was completely destroyed by fire September 11. Most mills on Tillamook line are operating. The two Cobbs-Mitchell camps and their mills at Falls City and Valselt, are running; also camp and mill of Willamette Valley Lumber Co., at Dallas. All other plants in this vicinity down indefinitely. There are thirty-eight mills on the Yaquina branch from Corvallis to Newport. All of these mills were down early in September. One has started since. Practically all small rail shipping mills in western Oregon are down, except a few that are supplying local demand.

OREGON

A 4-L survey just completed shows one-third of the mills of Oregon, representing about 20% of the lumber cutting capacity of the state, are not operating; that two-thirds of the mills are running, producing about 70% of the normal cut of the state, showing that the mills that are operating now are producing about 90% of their normal capacity. Oregon logging is producing 40% of normal capacity.

BEND AND EASTERN OREGON

Logging operations producing enough to keep mills operated at about 75% capacity. Most of the larger sawmill operations are producing their normal 8 hour capacity, with orders indicating this will be kept up the balance of the year.

The committees of the Eugene and Springfield Methodist churches met last Friday and looked over the Parker tract, the prospective site of the conference camp ground. The Eugene people are enthusiastic over the project and are working heartily with the Springfield people in favor of this site. Blueprints and photographs are being prepared to be exhibited at the session of the annual conference, to show the favorable points of this site.

"Danger Ahead" is the cry of the sea shore. See the invigorating love drama, "Danger Ahead," also "The Forest Runner" and "Rubbing It In," at the Bell, Wednesday, Sept 28th.

THE GAME IS ON !!

