

Picturesque Hero of the Civil War Resides on Beautiful Orchard Tract Near This City

In General William Sooy Smith, now living upon an orchard near the city, Medford possesses one of the most picturesque heroes of the civil war, who won fame as a dashing cavalry leader and chief of cavalry under Grant in his Vicksburg campaign, and later under Sherman. Senator George E. Chamberlain has recently introduced a bill to restore General Sooy Smith, now in his 82nd year, to the retired list of the regular army—a fitting recognition of a career at once eminent and successful.

General Smith is an Ohioan by birth, Tarrion, Pickaway county, being the place of his nativity. His parents were Judge Sooy and Ann (Hodges) Smith, the father a native of the state of New Jersey and the mother of Maryland. Although of Irish lineage, the first American ancestor of the paternal line of the family was one of the colonists who accompanied William Penn, and like him was allied to the Society of Friends. Notwithstanding the peaceful and non-resistant tenets of the Quaker sect, martial blood flowed in the veins of the ancestors of General Smith and warmed his own heart, for his grandfather, while yet a lad, earned the commendation of General Washington for his daring in carrying dispatches through the enemy's lines in New Jersey, and his father organized and equipped at his own expense and commanded a company of volunteers in the war of 1812.

With a large family and only moderate means, the father could do no more for his children than nurture their infancy and give them the elements of instruction which the schools of the vicinity afforded. In these William Sooy learned all that was taught, especially distinguishing himself by his ready mastery of arithmetic, many of whose intricate problems he solved mentally, and became recognized as a mathematical prodigy. While these studies were going on he worked at the bench, having learned the cordwainer's trade of his father. At the age of 14, thirsting for a better education than the local schools afforded, he accepted the offer of his time from his father—all that he was able to give him—and set out in a wagon for Athens, the seat of the Ohio university, 56 miles distant, where he arrived absolutely penniless. He was introduced to the teacher of a private school, afterwards Prof. James M. Safford, the eminent geologist, by his brother. "This is my brother Bill, a piece of raw material. See what you can make of him." He was received into the family, doing chores as compensation for his board. After six months his instructor was appointed to a professorship in the university, and his pupil remained in his service and under his instruction. Including his preparatory studies, he spent five years in the institution.

Later in the course he became a member in the family of Professor Williams of the university, where he was treated with kindness and consideration. To pay his tuition and board and to defray his other expenses he acted as janitor of the college buildings, doing the laborious work with his own hands, being constantly engaged with his work and studies from 5 in the morning until 9 at night, while he occupied the time in vacations in caring for the college campus. For his labor he received a fixed compensation of eight cents per hour, and earned the sobriquet of "Professor of Dust and Ashes." But he studied as well as worked, keeping up with his classes, and graduated with distinction as a scholar in 1849, having paid all his bills, and with an accumulated capital at graduation of \$50.

The train of circumstances which led to his receiving an appointment as cadet at the West Point military academy would be deemed by some an accident; but by others recognized as a providence. A young companion of his youth, who was a cadet, returned to die. He urged his friend William Sooy to apply for the vacancy. Perceiving his opportunity to continue his mathematical and scientific studies, he obtained recommendations of college faculty and friends, made application to Hon. Samuel F. Vinton, the member of congress with whom the appointment lay, and among a list of numerous and formidable competitors, backed by influential friends and political influences, he, a friendless and an unknown youth, was gratified with receiving the appointment. After careful consideration, Mr. Vinton said: "I will give you the appointment; now make a man of yourself."

He entered the military academy in June, 1849, and in due course of four years graduated the sixth in a class of 52. He was the most expert horseman of his fellows and second to none in the small sword exercise. Among his classmates who became distinguished in subsequent years were Generals McPherson, Schofield, and Sheridan of the Union army, and General Hood of the Confederate



General William Sooy Smith.

service. He was commissioned as second lieutenant by brevet, and assigned to duty in the Third regiment of United States artillery, at Governors Island, New York, and afterward was promoted as second lieutenant and assigned to the Second artillery, stationed in New Mexico.

In the "piping times of peace" life in a military post on the frontier, to an officer whose mind has been quickened into intense activity by years of study, becomes almost insupportably monotonous. Ambitions to become something more than a martinet, and to lead a life more stirring than that of a polyp, Lieutenant Smith threw up his commission and resigned from the army and entered engineering work.

While engaged upon the Savannah bridge, the guns trained upon Fort Sumpter had been fired from southern batteries, and the engineer, deciding that the flag of the union was entitled to his services as a soldier in the dread arbitrament of war, made good his escape through the well guarded lines. He at once tendered his services to the authorities of his native state, and was commissioned colonel of the Thirteenth regiment of Ohio Volunteer Infantry. He commanded this regiment in the West Virginia campaigns under McClellan and Rosecrans, twice winning meritorious mention for gallant conduct, and then proceeded with it to Kentucky where he joined the forces organizing under General Buell as the army of the Ohio.

At the battle of Shiloh he commanded a brigade, captured Standford's Mississippi battery, and by his gallantry won his promotion to the rank of brigadier general. After the battle of Stone river, he was transferred to Grant's army in the rear of Vicksburg. He participated in the movement against Joseph E. Johnston's army at Jackson. He was made chief of cavalry of the military division of the Mississippi, attached to General Grant's staff, and was also on staff duty with General Sherman in the same capacity. His engineering qualifications were called into requisition.

A correspondent wrote from the front: "On the advance of General Buell's column from Bowling Green, the railroad destroyed by the retreating rebels was rebuilt under the superintendence of Colonel W. S. Smith. Three bridges were rebuilt: two of 90 feet span each, and a mile of track built in one day. General Buell was so pleased with the energetic performance of this work that he placed Colonel Smith in charge of all the roads leading into Nashville."

That he was highly appreciated by the officers associated with him is attested by their presenting him a magnificent gold mounted sword, jeweled with precious gems, upon which is engraved the words: "Presented to Gen. Wm. Sooy Smith by the officers of the 13 O. V. L." and the memorial words "Shiloh" and "Carnifex."

In September, 1864, General Smith having been prostrated by a severe attack of inflammatory rheumatism and disabled from active service, deeming it inconsistent with duty to his country to occupy a position of high importance while unable to perform its duties, thus keeping from active service others qualified to render it, resigned his commission.

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big which carry their many peopled floors for 15 to 20 stories into the air in Chicago, General Smith has been consulted and has devised a system of resting their foundations upon piers and piling footed upon rocks which will give to them the permanence and stability of the solid earth. He has likewise devised a triple system of thoroughfares through the already congested streets of his city which, though at present thought premature, will be in the future indispensable if Chicago attains the metropolitan magnitude to which its fortunes seem to point.

In estimating the professional character of General Smith, an eminent engineering authority bears this testimony: "He excels in uniting boldness with prudence, and in selecting what is valuable and rejecting the visionary and impracticable among the many new things which arise connected with the engineering science and practice. And to these peculiarities and to his untiring industry is due the large measure of success that he has won as a civil engineer."

In his life as a citizen the general is an active participant in whatever is undertaken for the public good and a liberal contributor to benevolent institutions.

Miss Haven of Buffalo who became the wife of Mr. Smith in 1854, surviving only six years, leaving an only son, Charles Sooy Smith, an eminent civil engineer and contractor, living in the city of New York. General Smith married, in 1862, Miss Anna Durham, daughter of Hon. V. C. Durham, of Bowling Green, Kentucky, who died in 1882 without issue.

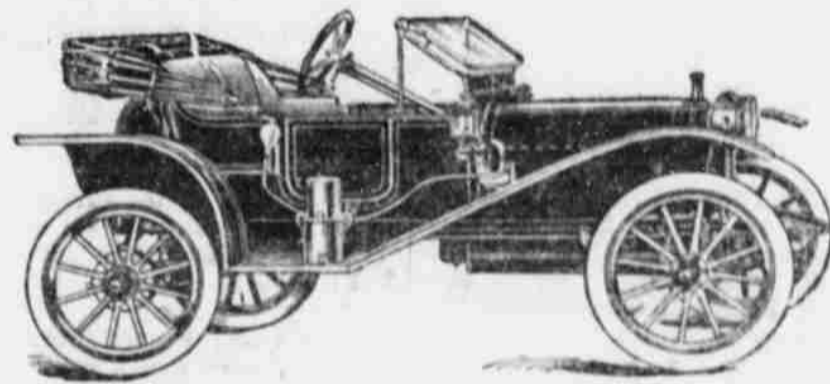
In 1884 he married Miss Josephine Hartwell of St. Catherine's, Ontario. An only son of this marriage is Gerald Campbell Sooy Smith.

NOTICE TO MINE OWNERS.
All persons who are desirous of securing advice in the Medford Mining Jubilee Book on the mineral resources of southern Oregon and northern California, to be issued Feb'y. 1, 1912, should immediately call upon or address C. W. Patterson or Guy T. Thrasher, Nash hotel, Medford, Ore.

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Specifications of 20 h. p. Chassis

- MOTOR**—Four (4) cylinder—20 horse power—water cooler—3 1/4 inch bore by 3 1/2 inch stroke.
- TRANSMISSION**—Selective sliding gears—two (2) forward speeds and reverse.
- CLUTCH**—Multiple Disc type—tension adjusting plugs on clutch springs—ten (10) plates used—enclosed in gear case and running in oil.
- REAR AXLE**—Shaft drive—propeller shaft enclosed within steel tube which takes all torsion—differential housing well-ribbed—Hyatt roller on outer end of axle—axle ends tapered.
- BRAKES**—Two (2) foot brakes acting in rear wheels—Two (2) emergency brakes in rear wheels—both internal expanding—10 inch drums—non-burn lining.
- FRONT AXLE**—Drop forging—"I" beam section—integral spring seats.
- STEERING GEAR**—Rack and pinion type.
- SPRINGS AND FRAME**—Frame pressed steel channel—four (4) cross members—Springs two (2) semi-elliptical front—one patented cross spring in rear—oil cups attached to all spring bolts.
- CARBURETOR**—Float feed—automatic.
- IGNITION**—Bosch High Tension Magneto—Fixed Spark.
- COOLING SYSTEM**—Mercedes type radiator—thermo-siphon system of circulation using 3 gallons of water.
- FINISH**—HUPP blue body—white striping—gray wheels.
- TIRES**—30x2 inches all around, except rear of Roadster and Coupe, 21x2 1/2.
- WHEEL BASE**—Eighty-six inches. Tread Standard or Southern.
- REGULAR EQUIPMENT**—With Runabout and Roadster—Fore-doors, standard high grade top (not including dust cover), zig-zag windshield mirror lens headlights, mounted on specially designed headsets, gas generator, 3 oil lamps, horn, tools, and complete repair kit. Special Coupe equipment.

Specifications of 32 h. p. Touring Car

- MOTOR**—Four (4) cylinder—32 H. P.—water cooled—3 1/4 bore x 5 1/2 stroke—cylinders cast in bloc—valves on one side—inlet and exhaust manifolds cast with cylinder block—three (3) bearing crank shaft.
- TRANSMISSION**—Sliding selective system—three speeds forward and one reverse—universal joint of the trunnion block type.
- CLUTCH**—Multiple disc—adjustable spring tension—13 inch discs.
- REAR AXLE**—Full floating—propeller shaft enclosed in tubular housing—axle casing built from central casting and steel tubes—two Bower roller bearings on axle tube for the rear wheels.
- BRAKES**—Two (2) by twelve (12) inches faced with asbestos—service brake contracting pedal—emergency brake expanding hand.
- FRONT AXLE**—"I" section one piece, wheels mounted on Bower high duty roller bearings.
- STEERING GEAR**—Steering Gear—worm and nut—irreversible.
- SPRINGS AND FRAME**—Frame—pressed channel steel on semi-elliptic springs of alloy steel with bronze bushed eyes—patented cross spring in rear.
- CONTROL**—Control levers in center of car.
- IGNITION**—Bosch High Tension Magneto—variable advance.
- COOLING SYSTEM**—Thermo-siphon—cellular radiator—belt driven fan.
- LUBRICATION**—Oil feed by pressure to all bearings and cylinders.
- CARBURETOR**—Automatic—dash adjustment—fed from tank under dash.
- TIRES**—30x3 1/2 inches—clincher all around.
- WHEEL BASE**—106 inches.
- TREAD**—Standard or Southern.
- REGULAR EQUIPMENT**—One piece adjustable windshield—gas headlights—generator—three oil lamps—horn—tools, and complete repair kit.
- WEIGHT**—1800 pounds.

Valley Auto Company

J. W. KEYES, Manager

North Holly Street

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