

THE Siuslaw PILOT

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S. W. MOREY DIES FROM HIS INJURIES

Saturday afternoon between four and five o'clock, fellow-workmen of Stephen Morey at the mill were horrified to see him being whirled rapidly around a center shaft. Before anything could be done he was thrown to the floor and several rushed to him. When picked up and taken to Dr. Edwards office it was discovered that he was very dangerously injured. His left arm was broken just below the shoulder and every rib on the left side was crushed, parts of which penetrated the lungs and it is thought that the heart was also pierced by a broken rib.

Mr. Morey had been working at the mill a month or so on the log boom, but had been given the job of oiling about three days before the accident happened.

No one saw him get caught, upon hearing his cry for help and seeing his condition a man rushed to the emergency signal to stop the mill.

The counter shaft upon which his clothes caught was running at 85 revolutions per minute and was exposed at the end where he reached over to oil. The passage-way around it, is also quite narrow. It is supposed that he was reaching over to pour oil in the cups when his clothes caught and wound on the shaft which carried him around with it at a terrific speed.

The seriousness of the injury was recognized immediately and Drs Edwards and Fox dressed the wounds and the injured man accompanied by his father and Dr. Fox was sent by special boat to the hospital at Mapleton. He was conscious until just before he was placed on the boat, when he became somewhat delirious and kept calling for his father to take him off. He died about fifteen minutes after the hospital was reached.

A special boat followed shortly after the one carrying the injured man, and took his wife and his mother to Mapleton, who arrived just after his death. The body was brought back Saturday night and the funeral held Monday afternoon. Rev. W. V. Wall preaching the sermon.

The Heceta Lodge I. O. O. F. attended in a body and took charge at the grave. The mill was shut down all the afternoon of the day of the funeral out of respect for the young man.

Stephen Warren Morey was born December 11, 1881, in Knox county, Illinois, came to the coast with his parents in the fall of 1884, living with them at Woodland, Clatsop county, Washington. In 1896 the family went to Illinois, where they lived three years, and from there to Oklahoma in 1899, returning to Washington in 1903.

On March 13, 1911, Stephen Morey was married to Mrs. Dora Young, in Victoria, B. C. and went to Hobart, King county, Washington, where he lived until in September, 1912.

Selling out at Hobart he moved to Florence and has lived here until the accident that caused his death.

Mr. Morey was an industrious young man, and had purchased an acre lot in Glenada. He had planned to improve it and make a home there. He leaves a wife and daughter; his father and mother, Mr. and Mrs. C. D. Morey; and three sisters, Mrs. Hazel E. Bethea, of Washongal, Wash; Mrs. Myrtle Austin, of Bakersfield, California; and Miss Elsie Morey, of Florence.

Stephen Morey was the son of Marshal C. D. Morey and son-in-law of Mr. and Mrs. Wm. Poole, of Florence.

The whole community sympathize with the relatives in their sorrow and regret, the unfortunate accident that resulted in death to the young man.

WHITAKER & SON OF MAPLETON SELL TO FRAER BROTHERS

The general merchandise business of Whitaker & Son of Mapleton, was sold last week to C. H. Fraer and Louie Fraer who took possession last Friday.

Frank Whitaker the senior member of the firm of Whitaker and Son, says that at present he has not decided just what he will do. Percy Whitaker will travel as salesman for a Portland firm.

C. H. Fraer, of the new firm has been in the creamery business in Corvallis and Eugene, recently sold out his interests in the latter place and his family moved to Mapleton Tuesday. He is a well known business man of the Willamette valley and will be a booster for any place he lives in.

Louie Fraer, the other member is well known on the Siuslaw, lately having been in the employ of Joe Mooris, Jr. at Mapleton. He is a young man that makes friends and is a good business man.

Fraer Bros. are hustlers, and the Pilot wishes them success.

FINANCIAL REPORT OF SCHOOL DISTRICT NO. 97

At the annual school meeting held June 16th Clerk Drew Severy made the following financial report:

Value of school house and ground	\$5000
Value of apparatus	\$600
Insurance on building	\$2000
Salary male teacher	\$111.11
Average salary female teachers	\$63.33
Receipts	
Cash on hand June 17, 1912	\$98.91
Special tax	1128.75
Dounty funds	825.00
State funds	257.40
Tuition	9.50
High school fund	753.74
Library fund	14.00
Other sources	4.65
Total	\$3091.95
Disbursements	
Teacher's salaries	\$2555.00
Fuel and school supplies	300.93
Repairs	43.00
Interests	154.76
Library books	14.00
Total	\$3067.79
Bal on hand	24.16

ALLES FURNITURE CO. NOW HAVE LARGE STOCK

The Alles Furniture company have been receiving goods by every boat that has come into port and now have a large assortment of rugs and housefurnishings on display in the large sales-room.

Mr Alles who has established the business was in the employ of the Fellman-Newland concern in Eugene before coming to Florence and has had years of experience in the business.

He wishes to call special attention to the beautiful player piano he has in stock and invites you to come in and try it for yourself.

The Mapleton and Neely school districts have consolidated under the new law and Mapleton will be the school center.

Siuslaw Bay Opening OREGONS' FRONT DOOR

(By Geo. Melvin Miller)

California and Washington owners took kindly to the enterprise and helped the people to enlist Congress in providing funds for the work. Now that harbor work is well along railroads are looking to Siuslaw Bay as a depot for their over-sea shipping. Already the Willamette Pacific, a subsidiary company of the Southern Pacific, is constructing a standard gauge line from Eugene to this bay on almost a water grade. The Oregon Eastern, another subsidiary line of the Southern Pacific, is building from Eugene into Eastern Oregon through a pass just south of Diamond Peak. The line from Eugene to Siuslaw Bay is largely graded and will be running trains by Christmas, while the line from Eugene to Eastern Oregon has sixty miles completed and in operation requiring only twenty-five miles additional construction to reach the Eastern Oregon Plateau. With the development of this new seaport and railroads running directly to it from Eastern Oregon great impetus will be given the central and southern parts of the state whereby it may gain its share of population and wealth in the race with its sister states.

The easy grade on which this harbor is made accessible from the central and southern parts of the state for railroad traffic is a very important item in its future commercial growth. Eugene has an elevation above sea-level of 453 feet while the tunnel through the summit of the Coast Range is only thirty-one feet higher, while the Eastern Oregon Plateau is about twenty-five hundred feet higher thus giving practically a downhill haul to Siuslaw Bay, while the maximum grade is reported to be only one and one-half per cent.

PLENTY OF ROOM FOR CITY

Along the twenty mile stretch of navigable water on this bay is plenty of level land for towns and factory sites. Especially is this true at Florence, the present commercial center, where more

than six thousand acres of land level enough for railroad tracts lies in one body suitable for factory and residence sites. With the railroad now under construction completed Eugene and all other Lane County towns will be connected directly with the Pacific Ocean while all the cities and towns of Southeastern Oregon will find Siuslaw Bay their most convenient seaport and will thereby be greatly stimulated in all their commercial activities. In order to appreciate the great benefit derived from deep water shipping, Oregonians have only to look at California and Washington and compare their growth to their own slow state. As indicating how harbor improvements help the commercial development of a community it is recorded that since Galveston, Texas, had her tidal wave September 8, 1900, and began her modern harbor improvements seventeen railroads have built into that city, more than one new railroad for each year. As showing the possibility for harbor development at Siuslaw Bay. The railroad engineers while boring for pier foundations six miles above the mouth of the bay at a depth of ninety feet found loose sand. This fact is of enormous significance since it shows that the harbor may be deepened by dredging to admit the largest ships afloat. It is estimated that every foot added to the depth of water on Siuslaw Bar puts at least one million dollars in the tributary country its commerce serves. With completion of railroad to this port now under construction, Eugene as well as all other points touched by those roads will share in this benefit to a very large degree.

TUG L. ROSCOE MEETS WITH ACCIDENT

Saturday just after the noon hour the people of Florence were wrought to a state of excitement by the report that the L Roscoe was wrecked by the boilers blowing up just after it had crossed outside the bar to bring in the schooners Sausalito and Oakland. Boats hurried to the mouth of the river in an effort to learn the truth and give help if possible.

About three o'clock the Patsy, which had been lying outside waiting for high tide, so she could cross, came in towing the tug boat. It could be seen that something had carried away the masts and bent the smokestack way over to the starboard side at such an angle as to give the tug an appearance of having been quite roughly used. As the boat came closer the cabin was seen to be intact and the crew could all be counted and a sigh of relief seem to be given by all who were watching when they realized that neither Capt. Erickson nor any member of the crew were injured.

When the Patsy was over the bar and well inside, in making the turn in the channel, she ran into a small sand bar and stuck, just opposite the end of the old north jetty. Three times a line was taken by the Beaver to the Tillamook. The first broke, the second was lost, while the third was used in an unsuccessful attempt to pull the Patsy off. Finally the Beaver took the line and made it fast to the north jetty the Roscoe was able by its momentum and some steam to land at the south jetty. A southerly wind was blowing and Capt. Tabell of the Patsy preferred to take a chance with his own boat going on the spit, where there

SUMMER SCHOOL DOMESTIC ARTS

The School of Domestic Arts established here this summer has proven a success and those who managed it feel greatly encouraged by the results.

The enrollment has now reached a total of 43. All attending are taking great interest in their work.

The camp in connection is quite an attractive feature to the non-resident students when they get hungry. It is reported that Supervisor Goldie Van Bibber has gained ten pounds in weight, while acting as Camp cook. This may explain why the dinner table is so popular, as it seems to be well patronized at that meal.

was no danger, rather than to have the tug in its disabled condition smash into the north jetty, so he hugged the south edge of the channel. When the Patsy struck the launch Beaver and the Tillamook, which were docked at the receiving wharf of the south jetty, went to her assistance. A fine exhibition of handling boats in an arrow place, close to an ocean bar was then given as the Beaver and Tillamook maneuvered. The vessel being in no apparent danger she was left for the next tide to release her.

The Beaver took the L Roscoe in tow and brought her to the Mill dock in Florence where repairs were made and Monday afternoon she went out and brought the schooners in.

At the time the L Roscoe was trying to get a line from the Sausalito the sea was heavy and the schooper came ahead suddenly raking the tug, carrying away both masts. Capt. Erickson remained close with the intention of taking the tow line and bringing the Sausalito in, but about 20 minutes later the smokestack, which had been damaged fell down, and made it dangerous to carry steam. It was the escape of steam and smoke at this time that caused those waiting from the shore to believe the boiler had exploded. After the tug was docked, an examination showed the damage to be small and easily repaired.

Before the tide was high enough to float the Patsy it had found found that the exhaust pipes had been broken and very little use could be made of the engines, so the captain let her drift with the tide to the receiving wharf of the north jetty and made fast to a scow tide up at the wharf. Later the force of the current tore both loose and the Patsy went ashore again just above the receiving wharf, where she remained until the Tillamook went down Sunday afternoon towed her to Florence.

Temporary repairs have been made and the Patsy will go back to Portland where new exhaust pipes will be put in.

WM. BRYND BOUGHT THE LIAVO PROPERTY

Last week Wm. Brynd closed a deal in which he purchased the residence of Victor Liavo located at the corner of Madison and Main street.

This is a neat residence, which Victor has built since selling his other home on Lincoln St to Mrs. Cassidy last year. The place is well improved and quite close in property.

Johnson Porter rented the property of Mr. Brynd this week and will move his family to Florence for the summer.

Tide Tables

Corrected to read for the Siuslaw bar—One hour after for Florence

HIGH TIDES				LOW TIDES					
	a.m.	p.m.	Ht.		a.m.	p.m.	Ht.		
Sun., June 1	10:30	6:3	10:04	8.7	Sun., June 1	4:45	0.9	4:24	3.2
Mon., June 2	11:20	6.5	10:41	9.0	Mon., June 2	5:29	0.2	4:50	3.5
Tue., June 3	11:59	6.7	11:19	9.3	Tue., June 3	6:11	-0.5	5:42	3.7
Wed., June 4	12:37	6.9	12:56	9.6	Wed., June 4	6:52	-1.0	6:26	3.8
Thu., June 5	1:14	7.0	1:31	7.0	Thu., June 5	7:34	-1.3	7:11	3.9
Fri., June 6	1:50	9.5	2:29	7.1	Fri., June 6	8:17	-1.5	8:03	3.9
Sat., June 7	2:25	9.4	3:15	7.2	Sat., June 7	9:02	-1.4	8:58	3.8
Sun., June 8	2:13	9.0	4:06	7.3	Sun., June 8	9:48	-1.1	9:55	3.7
Mon., June 9	3:08	8.5	4:56	7.4	Mon., June 9	10:37	-0.6	10:50	3.7
Tue., June 10	4:09	7.8	5:47	7.6	Tue., June 10	11:25	0.0	11:25	3.6
Wed., June 11	5:21	7.2	6:38	7.9	Wed., June 11	12:11	0.7	12:19	0.7
Thu., June 12	6:41	6.7	7:29	8.2	Thu., June 12	1:16	2.4	1:14	1.4
Fri., June 13	7:59	6.5	8:18	8.6	Fri., June 13	2:24	1.7	2:00	2.0
Sat., June 14	9:11	6.4	9:06	9.0	Sat., June 14	3:28	0.9	3:05	2.5
Sun., June 15	10:17	6.5	9:52	9.3	Sun., June 15	4:26	0.1	4:01	2.9
Mon., June 16	11:15	6.6	10:36	9.5	Mon., June 16	5:20	-0.5	4:54	3.2
Tue., June 17	12:59	6.7	11:20	9.5	Tue., June 17	6:09	-0.9	5:45	3.4
Wed., June 18	1:41	6.8	12:56	9.8	Wed., June 18	6:55	-1.1	6:36	3.6
Thu., June 19	2:19	9.4	1:41	6.8	Thu., June 19	7:37	-1.2	7:22	3.7
Fri., June 20	3:02	9.1	2:12	6.8	Fri., June 20	8:17	-1.0	8:00	3.7
Sat., June 21	3:42	8.8	3:02	6.9	Sat., June 21	8:55	-0.7	8:55	3.7
Sun., June 22	4:22	8.4	3:50	7.0	Sun., June 22	9:32	-0.2	9:42	3.7
Mon., June 23	5:02	7.7	4:19	7.0	Mon., June 23	10:26	0.3	10:31	3.6
Tue., June 24	5:42	7.1	4:56	7.2	Tue., June 24	10:39	0.9	11:22	3.5
Wed., June 25	6:15	6.5	5:36	7.3	Wed., June 25	11:13	1.4	11:13	1.4
Thu., June 26	6:51	6.0	6:17	7.5	Thu., June 26	11:57	2.0	11:53	2.2
Fri., June 27	7:28	5.6	7:00	7.7	Fri., June 27	12:39	2.5	12:39	2.5
Sat., June 28	7:46	5.4	7:46	8.0	Sat., June 28	2:18	2.2	2:15	3.1
Sun., June 29	9:00	5.5	8:31	8.4	Sun., June 29	3:16	1.4	2:10	3.5
Mon., June 30	10:06	5.8	9:19	8.7	Mon., June 30	4:10	0.7	3:11	3.8