

BIRD-MAN GRACEFULLY ALIGHTS ON WATERS OF THE SIUSLAW RIVER

As graceful as any sea bird that has ever ventured inland Ed Steele in his hydro-aeroplane appeared on the sky-line just west of Glenada Monday morning at 11 o'clock.

He then brought the machine with a long beautiful glide up the river to a position about a mile above the mill, just opposite where Siuslaw Milling and Manufacturing Co. have their wood sawing plant.

When the first rumor was out that a flying machine had left Gardiner for Florence, few would believe it. Some of these got in the launch Pearl and went to the sand hills near Barretts stage landing about 9:30.

As it flew through the air just above the water, gulls scattered rapidly in many directions, screeching with fright as they went, but soon returned to get acquainted with the great white bird.

This event of course was the occasion for great excitement and interest on the river. Many had never seen a flying machine in actual flight and it proved a treat to all, for those who had seen flights before, said it was the prettiest exhibition they had ever witnessed and felt well repaid for rushing to a place where they could see the bird-man alight.

The flight was made from North Bend to Gardiner in 50 minutes, where Steele had to alight and fix some slight spark plug trouble, caused while passing through rain cloud. From Gardiner it took 36 minutes, making the total flying time from Coos Bay in 86 minutes.

H. N. Richards, who is acting as advance man for Mr. Steele, arrived on Barretts stage from Gardiner just as the hydro-aeroplane was landing. He had left North Bend last Friday and expected to reach Toledo at nearly the same time the machine did, but was overtaken at Florence.

In conversation we learned from Messrs Steele and Richards that they are on their way to Toledo to give exhibition flights on Thursday, Friday and Saturday, at the fair to be held there the latter part of this week, the arrangements only being completed last Friday. Upon receiving a telegram to that effect they

immediately prepared for an up-coast trip to Toledo, which if successful would give the Pacific Coast record to Aviator Steele, for over-ocean flight in a hydro-aeroplane. On this trip he keeps out over the ocean from two to four miles.

This machine is a two passenger one, and holds the record for carrying passengers, having carried four people at one time at Bal-Boa.

It was put together in North Bend and is owned by Gorst & King of that place. It cost over \$5000 to build. The amount of oil carried will last 2-1/2 hours and will drive it about 100 miles. The machine is a Glen Martin make of the Curtis type carrying a 80 horse-power gasoline engine. Its wings are 41 feet from tip to tip. The steering apparatus consists of a rudder and elevating planes, while over each shoulder are straps that automatically shift the planes when the operator leans toward either side. These straps control the lateral balance.

Mr. Steele said that the sensation in gliding to alight was one of the most pleasant experienced in flight.

When asked if much fear, was shown by those going as passengers, Mr. Richards, who has made several flights with Steele, told that his observation and experience proved, while some might feel a slight nervousness going over the water, as soon as they rose into the air this left, and the question of safety seldom marred the pleasure of the ride. He had often seen women quietly fold their hands in their laps and with no thought of holding on, enjoy sailing through the air.

Announcements had been made that as soon as a new supply of oil was secured and the machine inspected Steele would leave on his way. The school children were given liberty, that they might get the benefit of an object lesson. Stores were closed and the whole town of Florence massed on the river front near where the machine was at anchor.

At 1:35 the aviator got into his machine flew upstream north of town circled, rose and starting, flew as far down stream as Spruce point where he circled and returned. A north westerly wind was blowing too strong and he would not attempt the trip. It might be well to add here that Ed Steele has been flying over a year, has never had an accident and is considered one of the safest men in the business. He is always careful, believes he should be and does not take what he considers unnecessary chances.

On his return a statement was given out that he would stay in Florence until morning and leave as soon as weather would permit.

Tuesday morning at 9:45, Mr. Steele started the engines and was soon skimming over the river. Going up stream as usual for some distance he turned and when he passed Kyles cannery was in the air up-ward and outward bound. He waved his hand in farewell to those gathered to see him off, was soon beyond Spruce Point getting higher all the time. He made a long circle back and up, and then shot north on his way. A flying machine has visited Florence and Geo. Melvin Millers prediction, "that flying machines will be a com-

mon sight in Florence," is almost a fact.

Word was received just before noon that Steele had alighted in the surf near Waldport and was towed ashore. He had intended to land at that place if necessary. The report stated that he had trouble with the carbtorators, which caused them to come down and fix them.

A telephone message was received by The Pilot Wednesday afternoon from Mr. Steele that everything was repaired and he would soon start for Toledo.

H. N. Richards, the advance man, went to Mapleton Monday night on the launch Pearl and left Tuesday morning for Toledo by the way of Eugene. Before leaving he made a proposition to return and give two exhibition flights at Florence and take passengers up. The business men of Florence will endeavor to raise a purse large enough to secure the exhibition. If successful announcement will be made and special boats run so as many people as possible can come and see it. The charge made for carrying a passenger is \$15, and several have already signed up. They expect to be here the first of next week probably Tuesday, announcement will be made as soon as possible.

HE'S A GOOD TALKER—ADMITTED

A call from S. W. Gratzwell convinces us he is a good talker. In our estimate we measured him by his speed, volume and staying qualities. A pleasant smile wins you, as he makes his statements and clinches them with his argument.

As to what others think of his ability, it is well to state, that he won all Oregon Oratorical Contests held this year under auspices of the colleges of the

state. He represented the Pacific University in these contests, and is student of this school expecting to finish with the class of 1914.

Mr. Grathwell hails from Kentucky, the state famous for its handsome women, fast horses and good whiskey. He is acquainted with many of the moonshiners and feudists of that section, and is in the fight against liquor because of his personal knowledge of it, and the results from drinking it.

On Thursday evening, at 7:30 o'clock in Evangelical church, he will speak to the people of Florence. His subject will be "The Legs of the Beast," and he intends to knock the underpinning from under it.

A cordial invitation is extended to all to attend and hear what he has to say.

BAY VIEW HOTEL CHANGES HANDS OCT. 1.

With the passing of the ownership of the Bay View Hotel property into new hands, its management will also change. Geo T. Schroeder who has successful management it for two years will retire and John Daniels and Melvin Miller, lessees will take charge.

Mr. Daniels has had charge of the kitchen since last June, and has a great deal of experience in the hotel business. Mr. Melvin Miller has been with the hotel as clerk for nearly two years.

The gentlemen understand the needs of the traveling public and will give a satisfactory service. They have faith in Florence and believe in its future.

Mr. Miller who also handles real estate will continue to give his attention to this part of his business.

MRS. A. P. WALKER BUYS BUSINESS IN FLORENCE

Last week a deal was closed in which Mrs. A. P. Walker, of Mapleton, bought the Home Bakery in Florence from O. M. Baldwin.

Mrs. Walker came down Monday and took possession. She will continue the business along

the same lines that it has been conducted in the past, adding to it a lunch service. Mrs. Walker has a reputation for serving tempting and appetizing meals by those who know her. She will give her personal attention to the business, and no doubt will make it a very successful one.

O. M. Baldwin came to Florence nearly two years ago. Soon after the Saubert building was finished he opened the bakery and has built up a good business by his genial disposition and attention to his patrons. He has several things in view and expects to remain in Florence.

SLAB FALLS FROM CONVEYOR ON C. WISDOM

Last Friday morning while C.I. Wisdom was working near the slab conveyor he was seen to run about fifty feet and then fall. When he was helped up, he muttered, "Slab fell on me," then became unconscious. He was taken to Dr. Fox's office and received treatment.

While the injury rendered him unconscious for a short time, it did not seem serious, and in the afternoon he was sent to his home in Glenada. Tuesday he was up and around the house, but suffering from the effect on his head and eyes. It is thought that in a few days he will have fully recovered.

ANOTHER BIG BARGE COMPLETED FOR THE TIDE WATER MILL CO.

The barg Lawrence, the second and one which Kruse and Banks have built for the Tidewater Mill company of Florence, was launched Monday afternoon at the shipyard in North Bend. The barge is practically the same size as the Frederick which is now in service. The Lawrence was named for Johnson Porter's youngest son, the Frederick being named for his oldest son. There is a couple of weeks' work on the Lawrence yet before she will be ready for service, steam winches having to be installed.

The completion of the Lawrence will practically clean up the big work that Kruse and Banks have on hand now unless some new contracts are secured soon. The slump in the lumber market is holding back some of their prospective orders. Robert Bank is now in San Francisco, figuring on some new work. This year has been a very good one, but will not equal last season, when the A. M. Simpson, Speedwell and Davenport were turned out. This year the only large vessel built was the one for the Chas. A. Nelson Lumber Co., and the Akutan, the latter being a gasoline cannery tender for Alaska service, and the big barges for Porter Brothers.—Coos Bay Times.

John J. Furnish, of Glenada, suffered from a stroke of paralysis while working in the barn last Saturday. He managed to crawl to the house and phone to town where Mrs. Furnish was serving on the election board. Dr. Fox was called and Mr. Furnish is now resting easy.

Hon. I. N. Edwards and wife, of Junction city, chaperoned a jolly crowd on a camping trip from the Willamette valley to points of interest up the beach north of Florence. The party left for home Tuesday and was composed of Miss Mary Edwards, Harold Edwards, Miss Lorena Edwards, Harry Younglove, Virgil Woodruff, Will and Archie Morgan, and Clyde Johnson.

STEAM SHOVEL THROWING DIRT AT MAPLETON

The county road that the rail road contractors built around the point just above Mapleton was opened to the public last week. A corduroy finish is now being put on in places. The old road has been closed to travel and crews are blasting night and day to rush the grade around this rocky point.

The steam shovel is busily engaged building the road bed on the Walker place just above.

Teams and equipment are being scowed from the head of tide to South Slough, and from there taken to the tunnel camps of Baker & Randall.

At the Noti tunnel the excavation is going on at the rate of six feet a day, with less than a hundred feet of rock to remove.

Preparations are being made to work as large a force as can be handled, every day the weather will permit, and the construction will be pushed with vigor this fall and winter between the Siuslaw and Coos Bay.

This week, Engineers H. P. Hoey and W. R. Fountaine, accompanied by J. P. Porter and Johnson Porter are making a tour of inspection. At this end they were joined by Engineer O. L. Zentner, Fred Baker and Joe Preston.

E. A. Bean, of the Eugene Gun company, who has just returned with his family from an outing on the lower Siuslaw, says the railroad contractors on the Willamette Pacific are rushing the work of building the grade and he believes that it will be completed as far as Mapleton within a month or six weeks. It is practically completed now, he says, but there is always a lot of finishing touches to put on such jobs before they can be called complete.

"If the bridges were in" said Mr. Bean this afternoon, "the railway company would be able to operate trains from Eugene to Mapleton by Nov. 1 or earlier, but there are several large spans to be built besides innumerable smaller ones, all of which will take a great deal of work and considerable time to finish. There are seven large bridges across the Wildcat creek, six across the Siuslaw and one across Lake creek. In addition there are several across the Long Tom and Noti, this side of the tunnel, which are just now being started. The concrete work on all these structures is being done, several large teams and auto trucks being engaged in hauling the material from Mapleton, where it is unloaded from scows, having been shipped in by water from Portland. There were 8,000 sacks of cement yet to be hauled in when I left, but at the rate they are going this will soon be on the ground.

"The railway company, where it has torn up the old country road in different places to make room for the railroad," continued Mr. Bean, "is building a much better road than it has destroyed. The people down that way are very much pleased with the way in which the roads are being rebuilt by the contractors, who seem to know just how to build them and just what kind of a road is needed."—Eugene Guard.

Bob Lowe says that unless the county court, or the towns of Florence and Glenada take an interest in the ferry proposition, it will have to be abandoned.

Tide Tables—Corrected to read for the Siuslaw Bay—One hour after for Florence

Table with columns for HIGH TIDES and LOW TIDES, listing dates from Sept 1 to Oct 31 with corresponding times and heights.