

ACME-MAPLETON ROAD CONSIDERED BY COUNTY COURT

The people of lower Siuslaw country, living along the river between Mapleton and Acme, demand that the Willamette Pacific Railway company rebuild the county road that it destroyed in building its grade between those two villages.

Attorney W. G. Martin, representing the residents along the Siuslaw river, presented the matter before the county court this forenoon. H. P. Hoey, engineer in charge of construction, J. L. Buell, right-of-way agent, and Ralph E. Moody, Southern Pacific attorney, were present in court when Mr. Martin made his demand. The court has taken the question under advisement.

When the new railway grade was built last year it covered the wagon road right-of-way almost entirely, and it is now impossible to traverse the distance between Mapleton and Acme with a team.

Several months ago the railway company offered to pay the county the sum of \$15,000 for the road or those portions of it destroyed in the building of the railway grade, but the offer was never accepted. When the people living in the territory affected heard of the offer they at once urged the court not to accept it, arguing that the highway destroyed was worth far more than the amount offered.

The railroad men present at the meeting with the court this forenoon emphatically declared that they were not willing to rebuild the road, but that they would pay the county for that which they had destroyed. They declared that there was not much of a road there in the first place little more than a trail, and that they do not feel that they are justified in putting their company to the expense of giving the people of that locality a fine highway in its place.

Attorney Moody, Right of Way Agent Buell and Engineer Hoey presented the matter of straightening a street in Mapleton before the court this morning before the road question came up. It had not been fully determined whether or not a certain street over which the new railroad passes is really a public highway. Eugene Guard.

MASS MEETING DISCUSSED THE RIVER ROAD

In response to a call for a mass meeting to be held in the Commercial Club rooms, Tuesday morning, February 3d, a large number of up-river and Florence citizens gathered shortly after 10 o'clock.

On motion of J. C. Beck, I. B. Cushman was chosen to preside, while R. C. Wygant was selected as secretary.

From the time the meeting was called to order until it adjourned a lively interest was taken.

On motion a committee of three consisting of Tom Neely, Martin Noffsinger and Jared Scott were appointed to look into the present survey of the proposed road near the Point Terrace saw mill and see if it could not be changed.

Resolutions were adopted urging the construction of a road from just above Acme to goin the road that is now completed to a point below Mapleton.

On motion a committee consisting of W. H. Weatherston, W.

H. O'Kelly and Jared Scott were appointed to draft resolutions to urge the building and completion of the road between Mapleton and Florence.

The meeting adjourned at 11:45 to meet at 12:45 and hear the report of the committee on resolutions.

About 1 o'clock the meeting was again called to order and the resolutions passed. The meeting was then adjourned subject to the call of the chairman.

To The Honorable County Court, And The Board Of County Commissioners, Eugene, Lane County, Oregon.

At a public meeting held at the Commercial Club Headquarters, in Florence, the matter of completing and restoring the County Road between Mapleton and Florence was discussed, after the election of Mr. I. B. Cushman, as Chairman, and R. C. Wygant, as Secretary, the following resolutions were read and adopted:

WE, the undersigned taxpayers, residents and business men of the Siuslaw Valley, respectfully request and petition your Honorable Court to Compel the Willamette-Pacific Railroad, to open, lay out and construct a wagon road consisting of at least a twelve foot right of way and an eight foot grade or crown; where the same shall be within the right of way of the said Railroad Company.

THAT, whenever the said wagon road leaves the said right of way of the Willamette Pacific Railroad, the said Railroad company shall purchase of the abutting property owners land sufficient to construct and maintain the said wagon road.

THAT, the maximum grades to be permitted shall not be in excess of nine and one half per cent, and that the said wagon road shall be so opened, laid out, and constructed throughout the entire distance from a point where the said Railroad crosses the Siuslaw River above Acme, to and connecting with the County Wagon Road at Mapleton.

THAT, the said wagon road conform in the main to the survey as outlined and established by Mr. Zentner, the Engineer in charge of this section of the Railroad construction, save and excepting one certain point or place in and around the Point Terrace Mill and Lumber Co's plant and the Old Rock Quarry at Point Terrace. That at this public meeting a committee of three consisting of Messrs Martin Noffsinger, Tom Neely, and Jared Scott, was appointed to confer with the said Railroad Engineer and Mr. J. C. Beck, for the purpose of determining on, if possible, a more feasible route across and over that one point.

THAT, the said Willamette-Pacific Railroad Company shall provide turn outs, or places practicable for loads or heavily laden wagons to pass, at distances not greater than one quarter of a mile apart; that wherever it shall be deemed necessary the said railroad is to construct and maintain for the period of two years, a plank decking, or surfacing for the said wagon road; and that further the said wagon road is to be constructed above high water mark in all places and

CARNIVAL MASS MEETING IS CALLED

There will be a mass meeting of the citizens of Florence and vicinity, held in the Commercial Club rooms on Friday evening, February 13, 1914, at 7:30, for the purpose of receiving the report of the general committee for 1913, and for the purpose of electing a committee for 1914. Let everybody make a special effort to be present.

C. H. YOUNG,
President Board Trustees.



on the lower side of the railroad wherever practicable.

Be it further resolved: That we respectfully urge and demand that the County Court shall cause to be constructed, a bridge sixteen feet in width, across and over the tide flats, along the line of the County Road survey through the Town of Acme; and that a bridge be built across the North Fork on said road survey, and that said road and bridges be put in proper condition for travel from the point where the Willamette-Pacific right of way crosses the Siuslaw River above Acme, to the Town of Florence.

AT WORK ON TANK TOWER

Robert J. Lewis, a contractor of Portland, arrived in Florence last week and immediately put a crew of men to work on the construction of the tank tower upon which the Tide Water Mill Company's 250,000 gallon reservoir will be placed.

Eight concrete bases will be used to support the frame work which spans the reserve water tank built last year.

The concrete bases have been poured and are ready for the frame work. The height of the tank will be about 75 feet.

The mill started Monday to saw out timbers for the tank tower, and is also sawing other material for the improvements now under construction.

S. W. Taylor, republican, also filed his formal petition as candidate for county treasurer to succeed himself. He has served in this position two terms, and is well known about the county.

TIDE TABLES

FEBRUARY					FEBRUARY				
HIGH WATER					LOW WATER				
Date	h. m.	ft.	h. m.	ft.	Date	h. m.	ft.	h. m.	ft.
Thursday 12	1:40	8.5	1:28	9.1	Thursday 12	7:50	1.5	8:11	0.6
Friday 13	2:16	8.9	2:19	8.5	Friday 13	8:39	1.0	8:41	0.1
Saturday 14	2:56	9.2	3:13	7.8	Saturday 14	9:31	0.7	9:28	1.0
Sunday 15	3:35	9.2	4:12	6.9	Sunday 15	10:28	0.5	10:12	1.9
Monday 16	4:21	8.0	5:22	6.1	Monday 16	11:30	0.5	11:00	2.8
Tuesday 17	5:44	8.7	6:49	5.7	Tuesday 17			12:41	0.5
Wednesday 18	6:50	8.4	8:21	5.7	Wednesday 18	0:06	3.5	1:58	0.6

WILL RESUME WORK ON COAST ROAD SOON

If weather will permit, construction activities on the Willamette-Pacific railroad between Eugene and Coos Bay will be resumed within, possibly, three weeks or a month, involving the early employment of upwards of 2,000 men. At present virtually all construction is at a standstill, as it has been for six weeks, except for the construction of steel bridges and underground tunnel work.

Attempts to rush the work through the winter were a failure because of impossible climatic conditions, and now contractors are looking forward eagerly to an early start, with every day of delay costing thousands of dollars.

The slides and the storms that effectually stopped all work this winter has moved the time for operation of trains to the coast from Eugene from the present time to late in the summer, but beginning next fall the routing of passengers to Marshfield will be through Eugene, instead of through Drain and Roseburg. Plans are under way at present for a passenger and freight service from Eugene to Acme by rail, and from there to Coos Bay by stage. This will change the present stage routing from Coos Bay to Allegany or Gardiner and thence out by way of Scottsburg and Drain, to continue north and strike the railroad at Florence. It will reduce 60 to 70 miles mountain stage trip to 40 miles along the beach.

"If the weather will permit," stated H. P. Hoey, assistant engineer in charge of the Coos Bay line, "we shall prepare to continue track laying in less than a month—possibly in three weeks. As I understand, the contractors are also preparing to commence operations again very early, and will place a big force of men at work very soon."

"We are looking forward at this time to the operation of trains to Acme or Mapleton late next summer, and I do not doubt that beginning next fall, the Coos Bay traffic will be out through via Florence over the new line."

An effort was made to complete the construction of all bridge foundations last fall, before the rains set in. The grade is complete between Eugene and Acme, and with the bridge foundations in all necessary to the completion of the line would have been to have pushed the rails ahead, throw up the steel bridges as they were reached, and then continue, ballasting, and laying steel. Under this plan rails would have reached tidewater by now.

But the weather interfered. It became a physical impossibility to freight cement over the Siuslaw wagon roads after the rains commenced, and the bridge foundations were not completed. Then heavy slides buried the grade in several places, and by the time these were cleared, the ground became so soft that further work was literally impossible. New preparations are being made to commence work again as early in the spring as possible.—Register

With a capital stock of \$641, the Corvallis Cannery, operated by the Benton County Growers' Association, did a business of \$55,000 in 1913. The establishment packed 17,850 cases of fruits and vegetables, making 38 carloads of 36,000 lbs. each. Growers received approximately \$12,000 for raw material.

FLORENCE WINS THIRD GAME OF BASKET BALL

Last spring the Mapleton and Florence High School girls were both presented with a Basket Ball by the girls of the U. of O. As a result, a series of three games was played the Florence team going to Mapleton for the first game and winning a decided victory. The second was played in Florence a few weeks later to assist in raising Carnival funds and resulting in a tie score. The third game was played on Carnival day and after a hard tussel Florence won and was presented with the Champion pennant.

When school opened this fall only two members of the champion team reentered for practice but sufficient good material was found and the girls reorganized. Eleanor Saubert was again elected Captain and Dr. Chas. Johnson coach. Soon after the Glenada girls started to practice with Herbert Thom as coach and electing Gladys Mitchell captain.

The first game between the two teams was played Nov. 25th with Florence winning, although Glenada played a splendid game considering the short time they had practiced and their unfamiliarity with the hall and showed good material. The second game took place in Glenada on Jan. 30th, and as the hall was very much smaller than regulation size the game was a scramble, only giving the stronger a chance to win. The Florence girls could not do any good passing so were badly defeated.

The third and deciding game was played last Thursday evening and after a hard and close contest Florence again proved to have the best team by winning two games out of a series of three.

The largest crowd of the year had gathered in the hall and at 8 o'clock the game was called with Dr. Johnson and Herbert Thom alternating as referee.

From start to finish it was a closely contested game and the teams fairly well matched. Although the Glenada centers proved the stronger the Florence forwards were more accurate in basket making. The first half ended with the score 3 to 7 in favor of Florence. The game ended with Glenada 9 and Florence 15.

Eleanor Saubert, forward for Florence, played a fine game, proving a speedy player and accurate basket maker, making 3 field goals and 5 out of 7 free goals. Lucile Watkins, forward, also played a very good game considering it was her first try-out and making 2 field goals. Goldie Leverage and Doan Chamberlin centers, showed a good determination to win, while Reba Watkins and Esther Leverage proved such strong and persistent guards that Glenada had little chance to score.

Janie and Ada Colter played forward for Glenada making 4 good field goals, but were unfortunate in throwing free goals only making 1. Lily Fox and Edna Hansen as centers put up a strong fight and made it lively for their opponents. Nita Hansen and Bertha Mitchell, guards did effectual work.

The Roscoe, returned to the Siuslaw Monday towing the Coquille, with a cargo of powder.

The boys High School basket ball team, will leave for Gardiner on the 21st of this month to play the athletic team there.