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PERSONALS

J. P. COX WILL

PUT UP AN ICE PLANT

While J. P. Cox was on his recent trip East he purchased an ice plant, which is now in San Francisco on its way to Florence.

Last year Mr. Cox bought some water front property in block five, original plat of Florence, from the Harbor-Sound Investment Co., upon which he will erect a building this year to be used for cold storage purposes and the manufacture of ice.

The capacity of the plant will be large enough to supply the demand for ice by the Siuslaw market for several years.

IT IS NOW

CAPT J. P. PORTER

In conversation with a person, who has recently arrived on the Siuslaw river, the subject of titles was brought up. The person remarked that he had never met so many captains in any one place as he had here, and offered as an explanation that no doubt it was because Florence was a seaport town. And speaking of captains, one of the late recruits proves to be Johnson Porter, which is shown by a neat little tide book presented to him by a friend. The book has embossed in gold letters on its cover, "Captain J. P. Porter".

James C. Parker, sheriff, yesterday formally announced his candidacy for Lane county sheriff, to succeed himself. He is the second to announce candidacy on the Democratic ticket. On his petition, Parker states that he will, if elected, "enforce all laws with strict impartiality," but he has not drawn up his platform, other than to state that he will conduct the office with efficiency at a minimum cost. During his past term he has established a wide record about the state for capturing a number of important criminals. A particular claim of the sheriff's force is that there have all during Parker's term been at least three bootleggers in jail at all times. There are three in jail at present. He has successfully cleaned up bootlegging in Eugene.—Register

A. Demangear, representing the Allis Chalmers Mfg. Co. of Milwaukee Wisconsin, came in Saturday to rearrange the Tide Water Mill Company's plant.

P. J. Peterson and R. W. McKean of Portland, M. L. Phelps, of Des Moines, M. F. Melvin of London Oregon, P. M. Gamm of Gardiner, S. E. Drew and wife of Camas Washington, Joe Slemmons, Robert J. Lewis, D. N. Robinson and John A. Sawyer were registered at the Bay View Thursday.

SOME HARBOR IMPROVEMENTS OAKLAND CALIF.

Oakland, California is carrying out what is termed one of the largest plans for harbor and waterfront improvements ever undertaken by an American community.

Oakland harbor is in two divisions which, however, naturally blend into one. These parts are the estuary of San Antonio, locally known as the "inner harbor," and the west front. This west front is the frontage directly on the bay. The estuary has a minimum width of 800 feet and extends inland from the bay a distance of almost five miles. The federal government at intervals in the past 40 years has made appropriations and done construction work on the estuary in pursuance of a well-designed plan of providing shipping facilities on that waterway.

The work of the federal government on the estuary has been devoted entirely to providing and maintaining the deep water channel. The federal government does not undertake to participate in the work of actual construction of the wharves and shore line improvements. During the last 10 years the federal government work on the estuary has been carried on continuously, there being none of the lapses in appropriation and suspension of work that marked the early stages of this development. The final result, so far as the estuary is concerned, is summed up today in a government channel extending from deep water in the bay to about 3-4 miles inland, with a width of 500 feet and 50 feet depth at low tide. From the end of this channel along the Oakland shore of the estuary the government has dredged a channel 300 feet wide and 25 feet deep, extending a mile and a quarter to the eastward end of the estuary. From this eastward end of the estuary a canal has been dredged by the estuary and prevents deposit of silt that would naturally accumulate. So perfect has been the work of the engineers in this regard, that the annual cost for maintaining the channel, five miles in length, was estimated last year at \$12,500.

Effects of the government work on the estuary may be perceived when the statement is made that before the federal engineers began, boats drawing more than two feet of water could not enter this harbor at low tide. This estuary, or Oakland inner harbor, is perfectly land locked, is protected from winds and from sea swells, and has a maximum tidal range of about six feet and a minimum of about four feet.

PORTER BROS. WILL SOON RESUME RAILROAD WORK

Portland, Feb. 7.—This morning's Oregonian says: Employment for more than 3000 men will be provided about March 1 by the operation of a single Portland concern—that of Porter Bros., railroad contractors.

Porter Bros. are arranging to resume work on the Eugene-Coos Bay line of the Southern Pacific between Acme and Marshfield and on the Tenino cutoff of the Northern Pacific south of Tacoma. Both of these projects, which have been under way for several years, have been idle on account of the winter rains.

Porter Bros. have contracts for approximately 100 miles of the Southern Pacific's Coos Bay line and have been working on it for two years. Grading on the first 50 miles west of the Noti tunnel was completed last year.

As soon as weather conditions permit, work will be taken up on that portion of the line between Acme and the northern arm of

Coos Bay, which represents approximately 50 miles of additional trackage. Some heavy grading is necessary on this part of the line and a large force of men will be employed. Work will be provided for no fewer than 2500 laborers, it is estimated. A small force of skilled men also will be required.

"We want to get all the grading between the mountains and Coos Bay finished this year," said A. R. Porter yesterday. "With the right kind of weather we ought to get it done. We will engage all the men we can use after we start our work again."

It is the intention of the Southern Pacific to have the Coos Bay road open and ready for operation from Eugene to Marshfield early in 1915. The work from Eugene to the Coast range is completed. The tunnel through the mountains has been driven.

Porter Bros., together with McArthur Bros. & Co., of Chicago, are doing all the work west of the mountains. In addition to the grading, much of which is heavy, nearly twelve miles of trestle work is necessary and several concrete bridges must be built. This latter construction will prevent the road from being open to use this year.

IS THE SIUSLAW NATIONAL FOREST OPEN TO SETTLEMENT

Having seen in your paper, the Eugene Guard, and Register at different times articles concerning the classification of land in the Siuslaw National Forest, will say I do not approve of the work being done in some parts of it.

One of my friends has a letter from the Forestry Department at Washington, which states a man can take all agricultural land up to 25 per cent and all agricultural land is subject to homestead entry. There was no restriction to timber.

If I remember right the people sent a petition to congress asking them to open the Siuslaw Reserve to settlement. Did they do it? I should say not. They tried to make the people believe they have on a bluff.

Why do the Forest officials limit some of the applications to just a few acres? It makes no difference how level the land is, if there are a few trees on the land, they will send the report back, stating there is too much merchantable timber on it, or the land is in such a condition it cannot be farmed.

Say did you ever stop to think what a homestead would amount to a poor man, after all the valuation is taken away and nothing left but old fir stumps and tree tops for him to toil his life away.

Why if there was some valuation that he could dispose of, it would help the poor homesteader to clear the land for cultivation and would be a blessing. They say after the timber has been taken off, then the land will be opened for settlement. Another chance for a man to toil his life or the best part of it away before he has ample means for supporting his family off of his homestead. Having lived in a timber country all of my life, I know that it takes several years to clear a farm for cultivation.

What benefit are we receiving off of our Siuslaw forest. Of course we get a certain per cent of the timber sales but that is not a comparison to what we would receive if it was taxed. This idea of a Reserve to keep the capitalist from controlling all the timber is a fake, for when it is sold it is most generally sold in large tracts. Who buys it? Why the capitalist.

I have studied this out and have talked with the Forest officer but have not yet been able to see how we are benefitted. One Forest officer told me this was one of the finest countries in the world to grow timber. Then it must be a good country to grow

other things. What we need is this Siuslaw reserve abolished and give the land back to homestead entries and timber claims. Let the county settle up. Let it improve and not hold it back. Fellow citizens we will have to awaken and petition our Senators and Congressmen stating plainly what we want. If you never have been on the tributaries of the Siuslaw in the Siuslaw Reserve then you have no idea of the homes that are with held from the people. What is allowed to them is a small area, or a few acres of land. I believe this is robbing the home seeker and not allowing him justice under a time case.

If any one has any questions to ask in regard to the Siuslaw Reserve or who wrote this article ask the editor of the Pilot and he will give you his name.

SCOOP

Chas. Frazier and Ed Walker, who have been logging on Lake creek moved to Florence Friday.

For Sale—Two water front lots close in. Price \$2500. See C. L. Wayman.

FOR SALE:—Some fine residence property close to church and school house in Mapleton, Ore. Enquire of
GEO. B. CAMP.

Snap in Ranch—If taken soon. Some stock, cleared land, close to school on county road, 160 acres. See J. K. Lowe.

MOTOR CYCLE COMES FROM MARSHFIELD TO FLORENCE

Sunday being a very beautiful day, the beach was of course an attraction, and groups of pleasure seekers were to be seen strolling upon the long stretch of sand, or digging clams, when suddenly many became interested in a rapidly moving object coming from the south, which had a close resemblance to "Motorcycle Mike" crossing to the Pacific shore of the United States.

It finally proved to be V. C. Gorst, of Marshfield and Shannon Mitchell, of North Bend, riding a motor cycle on a test trip from Marshfield to Florence, investigating possibilities of an auto stage between these two points. The running time was one hour and forty minutes.

Mr. Gorst came here to confer with George Fisk and to make arrangements with him in regard to a schedule. These gentlemen expect to carry passengers with their auto service and make the run between the Siuslaw and Coos Bay in four hours.

FOR SALE

276 acres of the best kind of dairy land on tide water land on the Siuslaw river, good house four rooms, good barn, 400 fruit trees all bearing, 200 acres cleared will be sold at a bargain. Will sell as a whole or any amount above 40 acres. Inquire at this

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