

THE SIUSLAW PILOT

VOL. I.

FLORENCE, OREGON, WEDNESDAY, FEBRUARY 25, 1914

NUMBER 51

TRACKLAYING ON DOWNGRADE TO COAST

The Eugene Register of February 19, has this to say about the Willamette Pacific: Rail laying on the Willamette-Pacific commenced again Monday after a three months delay caused by slides and excessive rain. By the end of this week the track will be laid six miles down the Siuslaw to Chicahomy creek. This is 32 miles distant from Eugene and more than half way to the tidewater. Steps are being taken to assemble the steel for the bridge here. This will be thrown together as rapidly as possible, and the march of the steel rails toward tidewater will continue as rapidly as possible.

A crew of 60 men is laying steel under the supervision of Martin Dillon. Track was laid yesterday through the cut at the west approach of the Noti tunnel, where the heavy slides occurred that delayed progress, and which left the road bed in such a soft condition that further work was impossible. The rails will be laid at a rate of from two to three miles a day. For a time, at least, progress will be slow as the ballasting must be kept close behind the steel laying, as the road bed is too soft to hold trains without gravel.

In order to rush the work, temporary crib bridges will be laid across the smaller streams, just as they were across the Long Tom. The bridge crew is now at work on these bridges east of the tunnel, and has erected the two Notis and three across the long Tom. These are in such a shape that the bridge freight cars and crew may be working at them while waiting for the steel to reach the bridges on the other side. With the heavy self moving cranes, parts of a 100-foot bridge may be lifted off the cars swung into place within 24 or 48 hours. They are first bolted together and later riveted.

Porter brothers, contractors, who made an unsuccessful effort to get in all the concrete bridge abutments before the winter weather came, and who were caught by the impossibility of hauling cement over the dirt roads on the Siuslaw, and are now preparing to rush a force of men in just as soon as the roads improve. At present their camp equipment is being placed in shape.

McArthur-Perks & Co., contractors over the larger portion of the line, who sub-let to Porter brothers, are preparing to place at work 2,500 men within the next five weeks. Every possible effort will be made to rush the completion of the line to tidewater by the middle of the summer, and the completion of the road to Coos Bay within 16 months.

According to the annual report of the Rogue River Fruit & Produce Association, which ships about one-third of the total output of the valley, 359 carloads of fruit were shipped during 1913, 153 cars of pears, 205 cars of apples and one car of peaches. Prices for the crop were exceptionally good.

BELIEVED TO BE COAST LINE TO SAN FRANCISCO

Prospects of a new Southern Pacific main line between Portland and San Francisco by the coast route loom up larger with the actual filing of the government's suit to dissolve the Central Pacific and the Southern Pacific, according to railroad men and property owners along the coast in southern Oregon. How this line would be the logical outcome of the severance of the parent Central Pacific lines from the Southern Pacific company has been the basis of much recent discussion.

The Southern Pacific is now building a line westward from Eugene to Coos Bay. This is known as the Willamette Pacific. A line, ostensibly built as a logging road but made up of unusually heavy bridges and substantial rails now extends southward from Marshfield.

Northward along the coast from San Francisco a line of railroad has been built under the joint ownership of the Southern Pacific and the Santa Fe. This will reach Eureka, Cal., this summer. Another line, known also as the Willamette Pacific, is to be built northward to Trinidad, Cal. From Trinidad to the southern terminus of the so-called "logging road" is an interval of a little more than 200 miles. Thus, 500 miles of the 700 miles distance is cared for.

Surveying parties have been working along this interval all winter, say residents of the tidewater towns in that section. Many projects for crossing the Coquille and Rogue rivers have been tried at various points and the whole country has been analyzed topographically, cross sectioned and found to afford a feasible railroad route.

Maximum grades of 7 per cent are said to prevail, with only one section where especially heavy work would be required.

Local officials of the Southern Pacific profess ignorance of the intentions of the company to undertake any new construction, but the announced reopening of work on the Willamette Pacific next month with 3000 men that the Coos Bay line may be finished this summer is taken to be significant.

It is pointed out that the territory along this coast route is almost entirely undeveloped, though it has billions of feet of standing timber and other resources that would afford plenty of traffic. Few towns are to be found in the district, because now there are no railroads there at all, especially in Curry county. The harbors in the main are of negligible value, so a railroad could expect to benefit by the drainage of traffic from the whole west side of the mountains.

The recent application of the Southern Pacific company for permission to float an enormous bond issue, part of the proceeds to be spent in fortifying existing lines and in extensions, is another strong indication that the company is planning to maintain its position even though the Central Pacific is taken from it.

If the Central Pacific lines

were taken from the Southern, leaving the present Oregon & California section ending at the California line, it has been pointed out that the government, in the dissolution, could assign the entire line, from Ashland to Eugene, to the Central and one of the Southern Pacific's Portland-Eugene lines to the Southern, and the other to the Central. This would give another line entrance to Portland, provided the Willamette Pacific connection by the coast route were made with San Francisco.—Oregon Journal.

MAY BE EXEMPT FROM EXAMINATION

Salem, Ore., Feb. 20—According to a rule announced today by State Superintendent of Public Instruction Churchill any pupil who has attained the age of 14 years and has taken the regular eight years of the elementary school, and spent at least 450 days in attendance at any public school in the state during the sixth seventh and eighth grades with a deportment averaging 85 per cent may hereafter be excused from examination in any subject in which an average of 90 per cent has been made.

Further he announced that any pupil who has taken the regular seven years of the elementary school and spent 450 days in attendance in any public school in the state during the fifth, sixth and seventh grades with a deportment of 85 per cent may be excused from an examination in geography, and that any pupil fulfilling similar conditions in the sixth grade may be excused from an examination in physiology.

Another rule is that pupils who have reached the age of 18 years may, at the discretion of the school board, be admitted to any high school without having passed the eighth grade examination and receive after earning three semester credits, the eight grade diploma from that district.

IS PROPOSED TO USE OIL

Parties who are interested in solving the street improvement difficulties of the town of Florence have declared that oil properly used would be just what was wanted. With this in view a subscription paper has been circulated among the business men and over one hundred dollars has been pledged. While among the property owners another paper has been circulated, which reads as follows:

Florence, Ore., Feb. 18, 1914
Whereas, it is deemed essential and necessary to the best interest of the town of Florence that the streets thereof be properly improved, and

Whereas, it is proposed to improve that portion of Front street in said town of Florence from the east line of Washington street to the west line of Lincoln street by oiling said portion of said street in the manner and with the kind of oil to be determined by the signers hereto, and

Whereas, it is estimated that approximately one hundred and four barrels of oil will be necessary to make such improvement, and

Whereas, the exact cost of said oil, the freight, cartage and other incidental expenses cannot at this time be definitely computed.

Now, therefore, we the undersigned in consideration of the benefits to each and all of us accruing by the improvement of said portion of said street, hereby promise and agree to and

with one another that we will each bear our proportionate share of the cost of said improvement, share and share alike, and that upon demand will pay to the party designated by said signers the amount of said charge or assessment:

Signed:

Rice-Knowles-Rice
C. Nadeau
F. E. Meyers
Wm. Brynd
W. H. O'Kelly
Mabel B. Slemmons
D. J. Staup
J. K. Lowe
J. P. Cox

Mr. C. W. Curran, who has lived many years in California and is personally acquainted with oil roads and the method of making such roads was interviewed by a Pilot representative and has allowed us to make the following statement for him.

"There seems to be a good many people who are laboring under the impression that the sand in the streets of Florence can not be oiled successfully and that it is an experiment.

This is not a fact, as oiled roads and streets have been in use for over 25 years in California and have given satisfaction.

"While oiled streets are not as lasting as an asphalt pavement, they continue to oil their roads and streets in California because it costs but one-tenth as much as asphalt.

"It is the easiest street to repair, for if it has to be dug up to put in a water system, gas mains or sewer connections, it can be done and the oil surface put back and in a few days you can hardly see where it was disturbed.

"I have seen miles of sand just like the sand in Florence oiled and made into beautiful streets and roads. I contend we can have the nicest and best streets and roads in and around Florence at the least cost of any place I have been in Oregon if we use oil."

THE BASKET BALL GAME AT GARDINER

The Men's Basket Ball team, which has defeated Glenada in a series of three games, received a challenge from Gardiner last week. It was accepted and Friday the men took the beach stage down, the game being played the same evening.

The game was called at 8.45 with Russel Gilmore acting as referee and Jack Gilmore as time keeper and scorekeeper. It was a lively contest with Florence showing splendid team work and passing. Gardiner proved lacking in team work and made a great number of fouls, but played a good game considering the short time they have practiced.

Dr. Johnson, the Florence forward, sustained his well established reputation as a star player, making 14 field goals and 4 free goals. Beagle, forward, made 8 field goals, and MacKechnie, center, 1. Miller and Brund did their usual effective guarding.

For Gardiner, C. Perkins, forward, showed some good long distance shooting, making 8 field goals and 2 free goals. Von Perkins, forward made 2 field goals. Graham, center, played a good game. Hogan and Lillabo played guard first half and Berdick and Smith second half.

Final score 19-42 in favor of Florence. A return game will be played soon in Florence.

The Made-in-Oregon movement received substantial encouragement when 1,500,000 brick were used in the Northwestern bank building at Portland, 500,000 being the cream pressed face brick.

C. F. COX OF FLORENCE FIRST TO PAY TAXES

Taxpayers in Lane county began Wednesday morning.

County Treasurer Taylor had made no announcement of the definite date of the beginning of collections, not being desirous of being swamped the first day. The books were quietly opened this morning at 8 o'clock and C. F. Cox, of Florence, who was waiting at the door of the office, was the first to pay.

The law is different this year, in that there is no three per cent rebate as formerly, but property owners may pay their taxes in two halves, by paying in addition interest on the last half at the rate of one per cent per month.

Every piece of property is listed separately, and the person who owns more than one piece of land is being sent statements covering each. He will have to foot up his total himself as his name and the amounts he will have to pay are not together in the books as they were under the old law.

In order that the taxpayers may fully understand the law this year extracts from it are quoted as follows:

Taxes legally levied and charged in any year shall be paid before the last day of April following. If the taxes against any particular parcel of real property, or the taxes on personal property charged against any individual, firm, corporation or association are not paid before said first day of April, penalties shall be charged on such taxes and added to

and collected with the same as follows:

1. A penalty of one per cent on all taxes paid on or after said first day of April and before the first day of May following.

2. A penalty of two per cent on all taxes paid on or after the first day of May and before the first day of June following.

3. A penalty of three per cent on all taxes paid on or after the first day of June and before the first day of July following.

4. A penalty of four per cent on all taxes paid on or after the said first day of July and before the first day of August following.

5. A penalty of five per cent on all taxes paid on or after the said first day of August and before the first day of September following.

Provided, that one-half of the taxes against any particular parcel of real property, or of the taxes on personal property charged against any individual, firm, etc., may be paid before the said first day of April, in which event the penalties specified in this section shall apply to and be collected with the remaining one-half of such taxes, to be paid prior to the said first day of September following. All taxes remaining unpaid on the first day of September shall become delinquent. There shall be charged and collected a penalty of 10 per cent and interest at the rate of 12 per cent per annum on such taxes from the day on which they became delinquent until their payment. (Laws of 1913, page 334).—Eugene Guard.

W. L. Chappell of Oakville will establish an up-to-date creamery at Medford. A \$20,000 central heating plant has been installed by the First National Bank of Dallas.

TIDE TABLES

FEBRUARY—MARCH					FEBRUARY—MARCH										
HIGH WATER					LOW WATER										
Date	A. M.	P. M.	Date	A. M.	P. M.	Date	A. M.	P. M.	Date	A. M.	P. M.				
Thursday 26	1:22	8:0	1:16	7:9	Thursday 26	7:46	1:8	7:55	0:8	Friday 27	8:17	1:5	8:18	1:3	
Friday 27	1:46	8:1	1:52	7:6	Friday 27	8:17	1:5	8:18	1:3	Saturday 28	8:50	1:3	8:40	0:9	
Saturday 28	2:12	8:2	2:28	7:2	Saturday 28	9:24	1:2	9:00	0:4	Sunday 1	9:24	1:2	9:23	2:9	
Sunday 1	2:36	8:2	3:06	6:7	Monday 2	10:04	1:2	9:23	2:9	Tuesday 3	10:23	1:3	9:53	3:4	
Monday 2	3:06	8:2	3:50	6:2	Tuesday 3	10:23	1:3	9:53	3:4	Wednesday 4	11:20	1:4	10:34	3:9	
Tuesday 3	3:37	8:1	4:44	5:6	Wednesday 4	11:20	1:4	10:34	3:9						
Wednesday 4	0:57	7:9	5:59	5:2											



This Space has been contracted for by the Woolen Mill Store for One Year

It Has Been Reported

that the Woolen Mill Store is selling out. This is true, but we are not going out of business. We will be prepared this spring to show the largest line of

Men's and Boys' Goods

ever brought to the Siuslaw