

## FIRST PASSENGER TRAIN TO SIUSLAW THURSDAY

Thursday morning the first train of the Willamette Pacific to give passenger service to the Siuslaw left Eugene at 9 o'clock and arrived at the Half-Way House on Chickahominy about noon.

Two passenger coaches were used and thirty-three fares the record for the first trip.

The Bangs Livery Co. have brought their stock and equipment to this end of the route and meet the trains each way with two rigs, carrying mail and passengers between Mapleton and the stopping place. This arrangement will be in force and as the rails advance it is expected the distance by stage will be shortened.

Beginning Saturday morning the stage leaves Mapleton at 6 o'clock and makes connections with the train.

The rates of fare is fixed at four cents a mile over the new road, under the present system of operation.

The schedule of fares is something as follows:

Standard Oil spur, 10 cents; P. E. & F. crossing, 20 cents; Siding number one, 20 cents; east of Coyote creek, 35 cents; opposite Elmira, 55 cents; Siding No. 4, 70 cents; Portola, 75 cents; west end of tunnel, 95 cents and Chickahominy, the present end of the line, \$1.13.

The Morning Register has the following in regard to train service on the Willamette Pacific.

Chickahominy, the present end of the track, is 29 miles from Eugene, and the run will probably be made from this city to that point in two hours or less. This is rather slow time, but the tract

is new, construction trains are always slow and there will be many stops on the way. It is better than no service and will be highly appreciated by the people along the line. It will enable them to come to Eugene more often, as at present, with the roads in terrible condition, they seldom venture to come to town by team unless very urgent business calls them.

Engineer Hoey said yesterday that the service will be extended westward gradually as the rails are laid. Ballast trains are now being operated from the gravel pits at Natron to the unballasted part of the track on the western end, and the road bed will be placed in condition for comfortable travel as rapidly as possible. The road is in good shape at present as far as a point west of the Noti tunnel.

Engineer Hoey said yesterday that construction work all along the line is progressing as rapidly as possible, considering the bad weather. The heavy rains render the roads impassable and it is very difficult to haul materials to the bridge sites. Several of the bridges along the Siuslaw this side of Mapleton are in an uncompleted condition. Engineer Hoey said that the rails will probably not be laid into that town before fall.

A. J. Gillette, Eugene agent of the Southern Pacific company, said yesterday afternoon that he believed that a big business will be done on this line. He believes that many people, even this summer, will patronize the road to go to the coast for their summer outings. When the line is completed as far as Acme, or even to

Mapleton, a great deal of the summer resort traffic may be diverted from Newport to the beach near the mouth of the Siuslaw.

## C. W. LYONS WILL NOT RUN

C. W. Lyons yesterday announced his withdrawal from the race for county commissioner, thus reducing the field of candidates for this office from nine to eight. Mr. Lyons is a republican, and there are seven other republicans and one democrat out after the office.

Mr. Lyons gives press of private business as his reason for retiring. He is very busy and finds that he will be unable to spare the time to make a campaign. His retirement will materially change the political map so far as the commissionership is concerned, for it has been admitted that his support in the west end of the county would have been practically solid.

His petitions were all filled and ready to file when he decided to withdraw.

## FREDFRICK CARGO WILL BE SAVED

It is to be regretted that the first reports of the wrecking of the Frederick were exaggerated. Many papers publishing the cargo and barge a total loss and a much greater damage to the jetty. This was of course due to uncertain reports current in the first few hours after the accident happened.

Everything has now been taken from the barge except part of the rails and some knock-down scows, representing a small amount of the total value, and it is expected to save this material.

The work of salvage has been under the supervision of Arthur Porter and has been handled with skill. Mr. Porter and his force have stuck to the job night and day. No doubt the methods used to save the material have brought the results to a minimum loss.

The barge first struck the extreme end of the north jetty, where it damaged five bents and then swung into the channel but was again driven onto the jetty near bent 439 and took out 15 bents completely, finally settling onto the enrockment where it remained until last Sunday night, when the combination of a high tide, terrific gale and heavy seas drove it through the jetty and onto the north beach.

Several small incidents have happened during the work of removing the cargo that have nearly resulted disastrously, but by hard and cautious work these have been met and loss of life and property prevented.

Engineer F. E. Leefe, says "that while unfortunate the damage is not as great as supposed and they are going right ahead the work will not be greatly delayed. The contractors are now working a crew 12 hours a day to close the gap."

The trestle in its present condition stood the test of severe weather Sunday and Tuesday afternoon, which is proof that with a few good days and the measures being used to repair the damage that no great delay will result to the jetty work because of the accident.

The Frederick has not been given up and may yet be saved. But as it now looks the loss is very small in comparison with the first reports published.

## MANY FILE PETITIONS

Salem, Ore., April 10.—Petitions and declarations of 262 aspirants for party nominations for state and legislative offices had been received by Secretary of State Olcott when the time for filing for the coming general primary in May closed tonight. The number is the largest on record in Oregon.

Of the aspirants filing 202 are Republicans, 45 are Democrats and 15 are Progressives.

Of all the contests, that for governor promises to be the most exciting there are 15 aspirants for party nominations for that office.

The candidates are:

Member on national committee—R. E. Williams, Portland, Republican; W. L. Robb, Portland, Republican; W. H. Canon, Medford, Democrat; Henry Waldo Coe, Portland, Progressive; Chas. W. Aakerson, Portland, Republican.

United States senator—R. A. Booth, Eugene, Republican; Geo. E. Chamberlain, Portland, Democrat.

For Governor—Grant B. Dimick, attorney, Oregon City, Republican; A. M. Crawford, present attorney general of Portland, Republican; T. T. Geer, former governor, of Portland, Republican; James Withycomb, college professor, of Corvallis, Republican; Charles A. Johns, attorney, of Portland, Republican; Gus C. Moser, attorney, of Portland, Republican; George C. Brownell, attorney, of Oregon City, Republican; John Manning, attorney of Portland, Democrat; C. J. Smith, physician, of Portland, Democrat; A. S. Bennett, attorney, of The Dalles, Democrat; Robert A. Miller, attorney, of Portland, Democrat; F. M. Gill, attorney, of Dufur, Progressive; G. A. Cobb, attorney, of Portland, Democrat; L. H. McMahan, attorney, of Salem, Progressive.

State Treasurer—Thomas B. Kay, Salem, republican; Tom Kay, Portland, Republican.

Justice of the supreme court—Henry L. Benson, Klamath Falls, Republican; Charles L. McNary, Salem, Republican; Thomas A. McBride, Deer Island (Salem, Marion county), Republican; Lawrence T. Harris, Eugene, Republican; Samuel T. Richardson, Salem, Republican; T. J. Cleeton, Portland, Republican; P. H. D'Arcy, Salem, Republican; William M. Ramtey, McMinnville Democrat; William Galloway, Salem, Democrat.

Attorney general—Frank S. Grant, Portland, Republican; George N. Farrin, Portland, Republican; J. J. Johnson, Portland, Republican; George M. Brown, Roseburg, Republican; John A. Jeffrey, Portland, Democrat; William P. Lord, Portland, Republican.

Superintendent of public instruction—J. A. Churchill Baker, Republican; A. H. Burton, Portland, Progressive.

State engineer—John H. Lewis, Salem, Republican; L. R. Stockman, Baker, Republican.

Commissioner of labor statistics and inspector of factories and workshops—O. P. Hoff, Portland, Republican; J. A. Madsen, Portland, Republican; Fred Bynon, Salem, Republican.

Commissioner of the railroad commission—Frank J. Miller, Albany, Republican; Hal D. Patton, Salem, Republican.

Representative in congress, First district—B. F. Jones, Roseburg, Republican; W. C. Hawley, Salem, Republican; John Osterman, Taft, Democrat; Frederick Hollister, North Bend, Democrat; W. H. Meredith, Wedderburn, Democrat; Fred W. Mears, Med-

ford, Progressive.

For state senator, Third district—M. Vernon Parsons, Eugene, Republican; Isaac H. Bingham, Eugene, Republican.

For representative in Third district—Helvor C. Wheeler, Pleasant Hill, Republican; Walter B. Dillard, Eugene, Republican; Elmer E. Kepner, Springfield, Republican; Melvin Fenwick, Springfield, Republican; Frank N. O'Connor, Junction City, Republican; Edwin C. Stutzer, Pleasant Hill, Republican, Allen Eaton, Eugene, Republican; Alta King, Cottage Grove, Democrat; Elbert Bede, Cottage Grove, Republican.

In regard to candidates for county offices, the Morning Register has the following:

On the Republican side there are two candidates for county clerk, three for county judge, seven for county commissioner, four for sheriff, one for surveyor, one for treasurer and three for coroner.

The progressives who are entitled to vote at the primaries have not a single candidate and if they expect to have a ticket in the field at the November election will have to fill out the blanks at the primaries by writing the names of those who they desire to nominate.

Good roads and efficiency and economy seem to be the watchwords of the candidates of both parties. Six declare for good roads, three for efficiency and economy and two or three for prohibition. The complete list of candidates who have filed and who will file tomorrow together with the number of names

each petition contains, is as follows:

Republican Candidates.  
For county clerk—Stacy M. Russel, 309; Jesse A. Fountain, 192.

For county judge—W. G. D. Mercer, 161; W. W. Calkins 87; Robert McMurphy, 166.

For county commissioner—R. Papenfuss, 147; John F. Volgamore, 156; Charles H. Stickle, 116; Mahlon H. Harlow, 303; Newman L. Fitzhenry, 170; Calvin J. Hurd, 175; O. J. Lawrence, 78.

For sheriff—Herbert W. Hall, 111; Chris. B. Christianson, 250; Emmett Howard, 94; John E. Staniger, 257.

For surveyor, Hollis W. Libby, 110.  
For treasurer—Samuel W. Taylor, 108.

For coroner—Wm. W. Branstetter, 167; William F. Walker, 265; Frederick W. Comings, petition to be filed today.

Justices of the peace—Ansel Hemenway, Goshen; Jesse G. Welland Wm. W. Dean, Eugene; H. P. Markusen, Junction City; J. H. Kissenger, Fall Creek; Granville Harvey, Long Tom.

Constables—Jasper J. Harbaugh, Eugene; C. J. Neet, Fall Creek; J. M. Nichols, Junction City.

Democratic Candidates.

For Sheriff—James C. Parker 276.

For treasurer—John H. Hammitt, 180.

For Coroner—Marion Veatch, 155.

For commissioner—Elwood W. Roberts, 172; George C. Grasse, 167; Wm. Williams, to file today, Justice of the Peace—George Young Junction City.

Precinct committeeman—Victor L. Holt, Eugene.

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