

THE SIUSLAW PILOT

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MAIL NOW ON SUMMER SCHEDULE

Post master Bulbannan has received orders to change the routing of mail to the summer schedule, which means that mail will leave Mapleton the following morning after it is received, and leave Florence at 2 p. m.

With the extension of the railroad toward the Siuslaw and the putting of stages on from the end of the rails to Mapleton, by the Bangs Livery Company, will soon make it possible to receive mail from Eugene in one day.

The Commercial Club recognized this, and wired a night letter to the Second Assistant Postmaster General, and in answer received the following letter.

Washington, April 24, 1914.
To The Siuslaw Commercial Club, Geo. P. Schroeder, President, Mr. C. H. Young, Secretary, Florence, Or., Gentlemen: Replying to your telegram of April 22, I have to inform you that a schedule has been adopted for power-boat route No. 73098, Mapleton to Florence, Oregon, requiring the carrier to leave Mapleton upon receipt of mail from Eugene, but not later than 4 p. m., and to leave Florence at 2 p. m., with the contract running time of four hours each way over the route. It appears that such schedule will provide the closest practicable connection at Mapleton with the star route between Eugene and Mapleton. Very respectfully

JOSEPH STEWART,
Second Assistant Postmaster General.

A beautiful high school building has been erected at Stanfield of Baker county stone

VOTE ON BONDS FOR SCHOOL HOUSE

The residents of school district No. 166, of Lane county, and No. 6 of Douglas county, are called by notices for a joint meeting to vote on bonds to erect a new school house. The people of these districts believe in having the best they can and no doubt will vote favorably on the matter.

HUGH HOGAN INSIDE RIVER

The schooner Hugh Hogan has been gradually forced by the tides and swells until it is now several hundred feet inside the river from the end of the North Jetty.

Two cables have been attached and a winch has been placed on the north beach. The deck load has been jettisoned. An effort will be made to pull her into the river channel Saturday afternoon. Everything is favorable to saving the schooner and most of the lumber.

A \$10,000 Episcopal church is to be erected at Oregon City.

The Ladies Aid of the Presbyterian church will serve meals during the Rhododendron Festival. They have not secured the location yet, they plan to serve all food in cafeteria style.

Capt. Wm. Safley has rearranged the running schedule of his launches. The Queen now leaves Florence at 1:30 p. m. and returning leaves Mapleton at 6 p. m. The Minnie Mitchell leaves Florence at 8 a. m. and returning leaves Mapleton at 1 p. m. Capt. Safley now has a pair of neat launches that are making good speed on their trips.

Grit and Perseverance

In the past few months the Tide Water Mill Company has been unfortunate in losses to their shipping department, but it is a lesson in grit and perseverance to see Johnson Porter, president of the company, meet such emergencies as happened Monday when the Hugh Hogan went on the beach.

His first thought is always of saving life and then property. It was worth while to see the man when he realized the schooner was on the beach and a possible loss. Instead of spending time uselessly in faultfinding he was busy with plans to save the situation.

Florence is fortunate that such a man is at the head of the largest industry in this community. He is a fighter and it will take more than he has met with yet to discourage him. Years of experience have given him the ability that enables him to win.

JOHN MANNING AND HIS PLAN

The Eugene Guard of April 27th has this editorial on a candidate for the nomination on the democratic ticket for governor. It is different than the usual plan and is worth thinking about.

All those gentlemen who desire the gubernatorial nomination at the hands of the voters of their respective parties have based their appeal for preference on the very indefinite "reduction of taxes" platform. Economy has been the pre-election cry of all candidates from the conception of the ballot but the preferred candidate seldom alludes to his "economy cry" after he receives the assurance of his election.

In the present primary campaign; only one of the gubernatorial candidates, goes before the people with a platform which in the most charitable terms can be called constructive. That candidate is John Manning, former district attorney of Multnomah county and one of the candidates seeking the nomination on the Democratic ticket.

Mr. Manning also emphatically stands for reducing the cost of administering the state's business and proposes to attain such a result by eliminating the number of salaried office-holders to the lowest number consistent with efficiency, and by a consolidation of many of the present expensive state commissions.

But the crux of Manning's platform lies in his plan for the settlement of the state's rural lands.

To understand the importance of Mr. Manning's proposition it is necessary to realize the great need that exists for some solution of the problem that confronts the state of Oregon because of the tremendous amount of unproductive lands we have.

Oregon has a population according to the census of 783,279 people. Of this number one-third are in Portland, and of the balance, all but one-sixth of the total number are scattered throughout the state in the incorporated towns and cities, leaving approximately less than 130,000 people on the farming lands of the state. Oregon has 96,000 square miles of territory within its borders and one can easily see what an exceedingly small amount of this vast area can be cultivated by the 130,000 who compose our rural population. The problem has been to bring our logged-off, burnt over and railroad lands to a state of cultivation and productivity. The average homeseeker—the class of men who have brought the Dakotas, Montana and Eastern Washington, along the Hill railroads, from dreary stretches of waste lands to valuable produc-

tive farms, are not possessed of the means to clear the land, construct their buildings, stock and equip their farms, and maintain themselves and their families until their holdings are placed on the earning or sustaining basis. But these are the type of men we need to develop our state—the type needed to bring our unproductive and uncultivated lands to a state of productiveness, and Manning's gubernatorial platform provides a method which will do this.

The Manning plan provides for a bond issue which will furnish funds to purchase and clear the logged-off, burnt over lands and those railroad lands now being held by the railroads throughout the state. The bond issue in addition to providing the money for purchasing and clearing the lands will also provide the necessary funds to fence the land, construct the needed buildings, stock the farm and equip it with the tools and machinery needed to work it, and cultivate it properly.

The state then sells the farms to those homeseekers and settlers on a long easy term payment plan who prove themselves reliable and substantial. This can be done without one dollar expense to the state or the taxpayers because the bond issue is a lien against the lands improved, settled and cultivated by this method.

This is the plan by which James J. Hill settled the prairie lands on the line of the Great Northern railroad and Mr. Hill says himself that his farm failures were less than one per cent; that 80 per cent paid their debt to him in eight years and the entire bond issue was paid off by the farmers within eleven years. In this manner he settled 360,000 farms in that territory and brought waste prairie lands in the Dakotas, Montana and Eastern Washington to producing prosperous farms which are rapidly building the states in which they are located. This is the same plan by which the state of Louisiana is reclaiming its swamp and overflow lands, it is the same plan which Governor Glynn of New York, is advocating to help settle the thousands of abandoned farms in his state and it is the plan devised by the British government for the distribution of lands in Ireland under the Lands Act passed by the British houses of parliament. There isn't any question as to the economic value of Mr. Manning's proposed plan and there is no question as the need for such a plan to develop our present tremendous area of unproductive and idle lands.

There is no risk to the state and the money to the settler can be had at a rate of interest as low as from 3-1-2 per cent to 4-1-2. This can be done because the

state lends its great credit to the individual.

This is Mr. Manning's plan for settling up the state and he promises that if he receives the democratic nomination for governor next month, and is elected to the office next November that he will use every means at his disposal to have his land plan passed by the legislature and the people.

NORTH FORK FARMERS PROTECTIVE ASSOCIATION

The North Fork Farmers Protective Association is an organization of farmers that was formed several years ago. A special meeting was held last Saturday and Geo. Chapman was elected president and G. O. Fosback director, to fill vacancies. A contract was let to Henry Holden to carry cream from Portage to the creamery at 15 cents per can.

At this meeting after a discussion it was decided that the farmers were strongly interested in electing the right men to the office of county commissioner and county judge, and by vote they favored the nomination of C. J. Hurd for commissioner and Joe Mercer for judge.

Edwin C. Statzer of Pleasant Hill, was getting acquainted with Siuslaw people this week. He is a candidate for the nomination for representative on the republican ticket. Mr. Statzer is a plain farmer man, and says he does not know much, but was willing to learn. When asked where he was going, he said: "I am on my way to Salem." The gentleman looks big enough to hold his own when he gets there.

LIFE BOAT UNDAUNTED IN FLORENCE

The life boat Undaunted, from Yaquina station came up to Florence Wednesday and was the center of much interest.

The boat left Yaquina Wednesday afternoon at 4:30 and arrived on the Siuslaw river at 9:20. The Roscoe was hailed and Capt. Stuart received information that those aboard the Hugh Hogan were in no danger, so the life boat lay to under canvas.

This power boat was received at the Yaquina station about six weeks ago and is of the latest model, thoroughly equipped throughout. She has a 35-40, six cylinder Holmes engine which furnishes driving power and electric light and a miniature search light. The life boat is 30 feet in length and has a speed of eight miles an hour.

Capt. Charles Stuart is in command and was accompanied on this trip by seven members of the crew, Anton Gustason, No 1; Rich H. Chattorton, No 2; B. W. King, No 3; Harry Waters, No 5; John Backus, No 6; G. B. Coffin, No 7; and R. A. Christensen, No 8.

The life saving crews have been of great assistance in carrying lines and taking workmen off the Hugh Hogan when the high tide would make it disagreeable board the schooner.

The International association of Stonecutters are asking that Oregon granite be used on the new million dollar Portland post-office.

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