

COUNTY COURT HOLDS SESSION AT MAPLETON

The court was called to order at the Joe Morris hall at Mapleton about 9 o'clock Friday morning. Judge Thompson and Commissioners Hemphill and Hawley and County Surveyor Libby present. An announcement was made that the Willamette Pacific had made a cash offer of \$17,500 for that part of the wagon road in question between Mapleton and Acme and the court desired to get the opinion of those interested. They invited the owners of property along the road to make statements first. About 20 were present and spoke in favor of building a road and seven or eight through representation asked that the road be built. Martin Noffsinger said that \$100 had been raised by subscription and a like amount given by the county court at first. That 2 years of a special 10 mill tax was voted, and then a special 6 mill tax all of which had been used on the road. At the morning session about 40 persons made statements to the court, only one of these suggesting that a money consideration be accepted. The rest were strong in demanding a road built, many stating that they did not want it sold and that it was a necessity that they have a wagon road. Court adjourned the morning session to meet at 1:30. During the day over 200 people attended the sessions of the court. Others present from Eugene were Attorneys M. Vernon Parsons and Wm. T. Martin, who represented the property owners along the road. Geo. Melvin

Miller was also present. In the afternoon court was called to order promptly. A few more spoke in favor of the road being built and resolutions passed at a mass meeting in Mapleton several months ago was read. Geo. Melvin Miller stated that he had intended to favor the selling of the road but as he seemed to be a very small minority he moved that it be unanimous that the railroad build a wagon road and the court be extended thanks for coming to meet the people, which motion was carried. Nothing further coming before the court it adjourned at 2 o'clock. The following memorial passed by the Mapleton Commercial Club was read to the court: "Whereas the Willamette Pacific Railroad Co. in the construction of their road bed between Mapleton and Acme have utilized about 9 miles of the county wagon road between these points and Whereas the aforesaid Railroad Co. have not built or furnished any other road nor any road whatever in place of the road so utilized and Whereas we understand that the aforesaid Railroad Co. have made to the settlers along said road and contiguous thereto an offer of a money consideration in lieu of said road so utilized and Whereas realizing the absolute necessity of a wagon road to the settlers and people residing along the route of said road Therefore be it resolved that we, the commercial club of Ma-

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The government survey of 1909 showed at the entrance of the Siuslaw river a bar about 2500 feet across with depth under ten feet, the minimum controlling depth be seven feet at mean lower low water. The channel across this bar was narrow, being 200 feet at its narrowest place.

According to the government survey of July 1914, the least depth at mean lower low water was found to be ten feet and the minimum channel width about 500 feet. This bar is now but 1500 feet across.

So far the bar has not advanced but instead has got deeper on its outer edge. There has been a remarkable improvement between the end of the old north jetty and the end of the new, the depths in some cases increasing from seven feet to 24 feet below mean lower low water.

Those persons who believe Mr. Hawley has been representing the First Oregon Congressional district might do a little searching of records and find out what that distinguished gentleman was doing when Idaho, Montana, Utah and other western states were getting great, rich slices of that reclamation fund while Oregon was getting crumbs. As we remember it, he was getting patent for some of his Salem friends to timber lands over in the Siletz country to which they had about as much right as Satan has to a seat inside the Pearly Gates. Even his warmest admirers among the newspapers of the district are unable to "point with pride" to any of his achievements, consequently are keeping very quiet.—Oregon Messenger.

TWO SMALL FOREST FIRES

So far this year only two small forest fires have occurred in the timber belt in Western Lane county belonging to private parties and under the control of fire wardens representing the Western Lane Fire Association.

One was in section 31, township 18, range 7 west, and burned over some fifteen acres. Warden Oglesby discovered the fire from Joe Fowlers and now has it under control and is watching it burn out in what few snags are left. The timber destroyed belonged to the Oregon and California Land Co. The cause of this fire was traced to careless hunters.

The other fire was near Charley Loyns place in section 6, township 18, range 7 west, and burned over an area of ten acres. The fire occurred last Friday and Saturday.

Harvey L. McKee and family and Harry Holden and wife of Portland went up to the light-house for a few days camping. Mr. Holden is a brother of Mrs. McKee.

The Freemont hotel recently destroyed by fire at Salem will be rebuilt of brick, to cost \$20,000.

OVER NIGHT BEACH PARTY

Upon the invitation of Captain Andrew Jackson of the launch Restless, a party of about 20 Mapleton, Portland, Acme and Florence people went to the beach Wednesday afternoon, staying all night and returning Thursday afternoon.

The party secured a large amount of clams, crabs and fish, among the catch being razors, co-hogs, rock oysters, native clams, about 60 crabs, herring, flounders and candle fish.

The trip was an enjoyable one and resulted in a great deal of sport and pleasure.

GLENADA SEWING CLUB MET WEDNESDAY

The Glenada Sewing Club met last Wednesday with Mrs. Hans Hansen. The afternoon was spent in sewing and fancy work.

Refreshments were served and a pleasant time enjoyed. Those present were: Mesdames S. & L. Low, Flint, Jay S. Douglas, J. L. Furnish, Johnson, Randall, Lloyd, J. G. Wisdom, C. J. Wisdom, Tyler, Simons, Flint, Monroe, Mummy, Barker, Foster, Leach, Milton, A. W. Martin, Caniff, and Miss Viva Caniff.

RAILS ONLY 15 MILES FROM MAPLETON

While at present the Willamette Pacific is only running its passenger service to Joler, the station at Joe Fowlers place, the rails are laid to San Antone creek, fifteen miles from Mapleton.

It is expected that service will be extended soon to Richardson's, a distance of twenty miles from Mapleton. At present some work that is being done with a steam shovel prevents them giving this service.

The roadbed has been ballasted about three miles below Richardson's and is in good shape for traffic.

The concrete work was all completed Tuesday, the last pier at the third crossing on the Siuslaw being finished at that time.

The bridges yet to be swung are at San Antone creek, four on the Siuslaw river, and the Lake creek crossing. With the piers all up, the pile driver crew is rushing the approaches where they are needed and every indication is that a passenger service will be given Mapleton by the last of September or the first of October.

The roadbed compares favorably with the main line of the Southern Pacific in construction and a fencing crew is keeping well up with the rails.

Mel Warner, the veteran pianotuner of Eugene arrived in Florence Wednesday evening. Mr. Warner at one time was well known on the Siuslaw, as he owns a summer home on the North Fork and came down here every year. This is his first visit for nearly five years. His many years experience places him as a top notcher in his profession.

The 100,000 gallon reservoir of the Bend Water Co. is nearly completed.

SAWMILL AT JOLER

A new sawmill will be erected in the near future at Joler station on the new Willamette Pacific railway by the Joler Lumber company, articles of incorporation of which were filed with the county clerk yesterday. The incorporators are A. A. Damintio, George E. Huntley, William Rush and M. T. Rush.

Mr. Damintio and Mr. Huntley are from Aberdeen, Wash., and the two Rush brothers formerly conducted a sawmill up the Willamette river.

While the plant will not be large at the outset it is the plan of the company to gradually increase its capacity as the business grows. The capital stock is \$4,000 divided into shares of the par value of \$100 each. The principal place of business is Eugene.

Joler is the name of the station which the Willamette Pacific at present makes its terminus. The station is on the Joe Fowler place and the name is a combination of Mr. Fowler's name. The company desired to name the station Fowler, but as there is another one of that name in this state, the combination was effected and the station will be known as Joler.

RECORDER'S OFFICE MOVED THURSDAY

The city recorder's office was moved to the rear room, of the Monroe building next to the bank. The building owned by Judge Severy and which he has occupied for 12 years, will have to be moved or torn down, as it is located on the Odd Fellow's lots and it is desired to clear this property in preparation to erect their new building.

Councilman Reisman has been appointed as a committee to investigate the building of a town hall and it is expected that the council will soon take some definite action in the matter.



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We know that if we hold it we must treat you right.
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There are numerous other articles which we are on account of space unable to enumerate, but we will be here ready and willing to show them to you. Come and see us. We will give you something new in the line of business.

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