

SIUSLAW TO SOON HAVE TELEGRAPH

Ballasting operations on the Willamette Pacific will commence again this week and will probably be continued until the rails reach Mapleton, at the head of Tidewater, according to the announcement by railroad officials today. Gravel trains will be operated from a gravel pit near Natron, through Springfield and Eugene, to the end of the present ballasted line, 30 miles west of Eugene.

To better facilitate the handling of trains and to aid construction work at the end of the track arrangements are being made for the establishment of telegraph service along the new railroad. Heretofore messages were sent when the construction crew was at work, but no regular telegraph service into the Siuslaw had been established.

It is the plan to maintain an operator and dispatcher at the end of the line, and keep him as near the front as possible. To do this it is probable that the Western Union Telegraph company will re-establish their telegraph construction crew but only with a few men, instead of the large construction outfit, which was able to catch up with track-laying so quickly, about a month ago. It will not be long before Mapleton has its first telegraphic communication with Eugene.

The ballasting operations have been delayed until a continuous run could be made several weeks at a time. At present there are ten miles of unballasted track, and while this is being ballasted the railroad company expects to

extend its rails across a string of six bridges toward Mapleton, and when this is done ballasting will continue and trains will soon be running to tidewater.—Guard.

OLE MYRIND RETURNS FROM FRONJEM

Ole Myrind returned the first of the week from Trondjem, Norway, after a trip of three months.

Tronjem is Mr. Myrind's old home and he has not seen it for 27 years. He left Florence in April and arrived there the 13 of May. He found many things changed and said that few of his old acquaintances knew him. One of the changes noted was that farmers there now raise three loads of hay where they had years before harvested only one load. This shows the result of intensified farming in Norway.

He went on board the steamship for New York July 8, arriving in America July 20. The distance is 3461 miles and it took nine days to make the trip. On board the ship were about 11000 passengers, mostly Americans returning home. The longest run made in twenty-four hours was 423 miles, and the shortest was 355 miles. Good weather was enjoyed all the way across the Atlantic.

Mr. Myrind left New York for home at 2 o'clock July 20th, passing through Seattle last Saturday, and arrived in Florence Sunday evening. He is now through with his pleasure trip, and expects to settle down to good hard work.

The Union Furniture Co. of Albany have reorganized with larger capital and will be operated on a larger scale.

ADDRESS ON NEED OF WATER TRANSPORTATION ECONOMIC ADVANTAGES

"If I entertained any doubt that the people of the Siuslaw would ultimately gain their aim, it was removed by listening to the remarks of a young man of your community as I crossed on the ferry from Glenada to Florence. The young man had invited a young lady to take an automobile ride, and she laughed and said 'You haven't any auto' The young man answered, 'I will rent one, or if necessary I will buy one.' This is the spirit that convinced me the Siuslaw people will get what they want."

In this way Captain Wilson Davenny opened his address, Wednesday evening in the Commercial Club room.

Frank Smith, president of the Commercial Club, introduced Captain Davenny to those present. All the seats were occupied and many were standing. People from Glenada, Acme and other river points attending.

The speaker is devoted to waterways and has a wonderful amount of information upon the subject. He used statistic, thought and personality to impress the importance of his subject. He gives you the benefit of his assertions.

"Ours is an era in which great ends are achieved by earnest cooperation" says Captain Davenny. "If you search the world over, you will find that all the great industrial activity is found by the waterside," he declared, and continuing said:

"The cost of transportation is not like other expenses, you can not find it because it is a concealed tax. Excessive transportation rates are an economic waste. Take the combined expenses of the country national, state, county and municipal, and the income of the railroads would pay all and a balance of millions of dollars be left.

"Don't misunderstand me, I am not against railroads, I am for all kinds of highways, we need them.

"Investigation proves that it cost to move a ton on unimproved roads twenty-five cents per mile, on improved roads ten cents per mile, in 1912 on railways seven and two-tenths mills per mile, and in and out of Lake Superior eight-tenths mills. The cost of transporting coal from Buffalo to Duluth on the great lakes channel, or from Pittsburg to New Orleans on the Ohio river, three tenths of a mill.

"Computed under the rates quoted \$1 will carry a ton 4 miles on an unimproved wagon road, 10 miles on an improved wagon road, 125 miles on a railroad, and on Lake Superior one dollar will carry a ton 1250 miles. At the rate coal is carried on the water it will carry a ton 3333 miles.

Between 1900 and 1910 the cost of carrying wheat from Chicago to New York a distance of 1000 miles by rail was 10 cents per bushel during the same period.

"The economic advantage of deepening channels for waterborne commerce is demonstrated in the reduction of the cost of carrying wheat from New York to Liverpool, when the harbor channel depth on the Atlantic coast was 22 feet, it cost 23 cents to take a bushel of wheat from New York to Liverpool; when the channel depth was 25 feet, it cost 16; when it was 30 feet it cost 10; when it was 35 to 40 feet it cost 3 cents. Showing a reduction of from 23 cents to 3

cents as a result of deepening the channel from 22 feet to 35 feet, a saving of 20 cents, which could be divided between the producer and consumer, giving the producer 10 cents per bushel more, and giving it to the consumer at 10 cents per bushel less.

The cost of carrying wheat from New York to Liverpool by water, 3000 miles, is 3 cents per bushel or 1000 miles for 1 cent. The cost of carrying wheat from Chicago to New York by railroad, 1000 miles 10 cents. So you have the comparison of carrying a bushel of wheat 1000 miles by rail for 10 cents, and carrying a bushel of wheat 1000 miles by water for 1 cent."

Captain Davenny gave statistics and data upon the subject of waterways development in Canada and European countries. In Canada he said that with a population of 8,000,000 people, the government had spent \$350,000,000 or half as much as the United States has done so far with a population of 100,000,000 people. The countries of Europe recognize the importance of improved waterways and have spent immense sums for this purpose.

"One gentleman within my hearing who can remember when the waterway to Glasgow had but a depth of one or two feet, now the largest ships that float the sea can enter her harbor.

He paid a high compliment to the United States army engineers and to the local engineer in charge of the jetty work on the Siuslaw bar. He also made the statement that the rivers and harbors appropriations were no longer a "pork barrel," but were now worked out on an economical and business basis, and he believed regardless of the Burtons and Borahs, that the waterways of the United States would be developed. At this very moment the rivers and harbors bill is menaced with defeat, and that if it is, he will head a protest from the Atlantic, the gulf and the Pacific coast.

After figuring the amounts raised by the Port of Siuslaw for bar improvements, he said that so far as he knew at this time the per capita \$215 was the greatest raised by any community, and that proposed additional bond issue would increase this, and praised them for their past action, concluding that the spirit shown by the young man on the ferry, would eventually secure for the Siuslaw what was desired.

LIQUID LAWS HARD ON WETS

Portland, Or., July 20.—Delivery of intoxicating liquors in prohibition territory was held to be a violation of the local option law by District Judge Jones in a decision rendered in the trial of Maurice and Benjamin Kline, owners of Kline Bros. liquor store at 243 Washington street and of J. J. Connery, employed as a driver by the Klines.

The charge against Connery, that of making the delivery of six bottles of beer to David Delano, 612 Sherret avenue were dismissed by Judge Jones, who held Connery's employers liable for his actions. The Klines were fined \$50 each.

According to the testimony, the Klines employed a solicitor,

who took orders in Precinct 102 "dry" territory. The solicitor turned his order over to the store and Connery then made the deliveries.

The trial was in the nature of a test of the local option law, and the ruling of the court affects all the liquor dealers of the state.

In asking for a conviction, Deputy District Attorney Mowry said: "The state asks a conviction to serve as a standing interpretation of the law that other liquor dealers may take notice."

PERILS OF PAULINE SHOWN AT THE RITA

Thursday and Friday evening at the Rita was shown the second installment of the interesting "Perils of Pauline." The lovely but wifful Pauline, despite her lover's pleadings, will not give up her trip around the world, sanction for which she received from her wealthy adopted father just before his death. The unscrupulous secretary who is goaded by his villainous ex-pal incites Pauline to go as a passenger on aeroplane at the aviation meet. How he tampers with the machine, and the narrow escape from death Pauline has is thrillingly pictured, also a fine view of an aviation field. Pauline is saved through Harry's devotion, but the secretary is still more in the villain's power, who threatens an expose. What further means he will take to get rid of Pauline and inherit her fortune will be anxiously watched for and will be shown in the near future.

Saturday night the screens will show "Grist of the Mill," in two reels: "Wanted, a Plumber," and "Too Many Cops."

August 1st Springfield celebrates opening of the new Booth Kelly mill.

HALIBUT NEAR FLORENCE OF BEST QUALITY

The fishing tug Iolanda, since arriving here a couple of weeks ago, has made several trips to the fishing banks off shore, but according to Mr. Palladina, one of the owner's sons who is on board, she has not been successful. The trawls, which are of a new type and which it was supposed could be handled by one tug, proved a failure. A few halibut were caught with hand lines, and he says enough was learned to prove that the portion of the coast as far north as Yaquina at least, is fairly swarming with fish of various kinds and that halibut are to be found in unlimited numbers. He says, however, that the shipping facilities at this port are not favorable to making headquarters here. Mr. Palladina also said that the fish caught off the Oregon coast were firmer and consequently of a better quality than those caught off the California coast. They very seldom get a good sized halibut on the lower coast, the halibut they catch there being known as the "chicken halibut", and the sole are not nearly as large as the sole caught here, and in California are known as "sand dabs." What the Palladina company wants is halibut principally and sole. They intend shipping no other fish from the Oregon coast, as they can get plenty of the other varieties nearer home. They have orders for large quantities of halibut in San Francisco, the standing order from one firm alone being three tons per week.—Coos Bay News.

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\$9.85

We have twenty-five men's summer suits that formerly sold at \$15, \$18 and \$20, which are going at

\$9.85

Come in early and pick out one of them.

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That Gives Pleasure
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Morris & Son

Joe. Morris Jr., Norman G. Morris.

Here We Are Again With Something For You

Do you wish to know who makes the best bread in Lane county? Do you wish to know who makes the best bread on the Siuslaw? We can tell you, and can tell you why we can tell you.

As the best flavored coffee is made from blends, so is the best flour made from blended wheat. The highest priced man in the employ of the coffee houses is the expert who blends their coffees. So is the expert who blends the wheat to make the perfect flour.

Whenever any firm gets out an exceptionally high grade of product, the other houses in the same line call in their expert and tell him to get busy.

So it was when the SPERRY FLOUR CO. got out their wonderful blend of wheat, and manufactured DRIFTED SNOW FLOUR. Other firms tried to imitate the flour, some by blending the wheat, others by blending the alphabet. None of them got it. The blend was protected by law. The flour was protected by KNOWLEDGE. DRIFTED SNOW FLOUR is the ACME of perfection. Other firms can not get the blend. Other flour will not make the perfect light bread that can be made of DRIFTED SNOW FLOUR.

The best bread is made by the cook that uses DRIFTED SNOW FLOUR. That's the answer. If your bread is not up to the standard, tell your cook to try Drifted Snow Flour, not any imitation, and you will be a constant user of that brand. TRY IT. You will be satisfied. It costs a little more. It makes more loaves to the sack. The best bread makers use it.

Other brands for less money. We carry them, but none so good. Remember the brand, DRIFTED SNOW FLOUR.

Morris & Son,
Mapleton, Oregon.