

# THE SIUSLAW PILOT

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## SIUSLAW PILOT'S LATEST WAR NEWS

(Special to The Siuslaw Pilot)

New York, Aug. 13—Great Britain and France have declared war against Austria.

The first great battle is now in progress in eastern Belgium, with a battle line over 100 miles long.

Liege still holding on against the German assaults.

The French have defeated the German troops at Mulhausen, and after receiving reinforcements are driving the Germans back with a great loss. The number killed and wounded is enormous. Estimated German loss 10,000. Loss of French is unknown but very great.

West of Luxemburg fighting is in progress. The French soldiers, making savage bayonet charges against the enemy, resulting in

hand to hand fighting with dreadful losses on both sides.

The French and Belgians are holding out against the German forces all along the line of battle from Luxemburg north.

Russians claim a victory of the Austrians at Solzchte.

Firing is heard off the English coast, and news of a naval battle is eagerly awaited.

Turkey will remain neutral.

San Francisco, Aug. 12—The wreckage of an unindented war ship, supposed to be English is being washed ashore.

Prince George, of Serbia, reported injured by the explosion of shell while the Austrians were bombarding Belgrade.

\$25,000 by the government for the protection of this disputed timber land rumors have circulated among timbermen that the government has to believe that its title to the timber is reasonably safe. The railroad has refused to contribute to the cost of fire patrol. Timbermen consider these facts significant.

While in Corvallis Mr. Beach met Mr. Rankin supervisor of the Siuslaw forest whose offices are in Eugene but who has just made a trip into the forest on his way to Portland. Today he accompanied A. T. Schuyler federal highway engineer and Mr. Merrill, chief engineer of the forestry service from Washington D. C. on a trip into the forest to inspect two road projects, work on which has been delayed. These are the completion of the Cape Perpetua road connecting the coast highways between Marshfield and Tillamook and the other is the road up the Alsea river connecting Waldport and the coast region with the Willamette valley with a highway.

With the approval of these engineers construction is expected to begin on these projects immediately. Both are vital links in the development of the coast region.

### MAPLETON LADIES AID SOCIETY GIVE JOLLY BEACH PICNIC

The Ladies Aid of Mapleton, chartered the "Restless" on Thursday and made an excursion to the ocean beach, where basket dinners were a part of the program.

A number of guests joined the party at Florence and Glenada, and the launch Lena was also used to carry part of those attending.

On the beach it was hard to tell who was the youngest when it came to wading in the surf or digging in the sand.

The "Restless" made two trips to sea, on one of them going quite a distance up the North coast. The bar and ocean was quite calm and the sea-trip was greatly enjoyed by those going.

### WHAT'S DOING IN GLENADA

Gus Schroeder has moved his blacksmith shop into new quarters and is very busy with repair work.

Jack Humphrey brought some garlic to Glenada this week that will rival anything of the kind imported. It was raised on his ranch on the ridge between Maple and Fiddle creeks.

Mr. and Mrs. A. W. Martin intend to close the Frisco eating house soon and will leave for Portland and Canada in a short time. Mr. Martin has always kept a stock of the best fruit the market afforded, and Glenada was fast becoming famous because of "Dad Martins" fruits and vegetables.

Leslie Lacey, of Creswell, left for home last Monday, after a visit with C. C. Mittan and family in Glenada.

Blackie's Inn has been sold to Mr. C. T. Watts, who took charge of this eating house last week.

Miss Kina McKelvy and Miss Dorothy Ramsdell, of Portland, who are taking a summer outing on the Siuslaw, visited with Miss Willa Wilkinson this week.

The Glenada Needle Club met at 9 o'clock Wednesday morning August 12th, at the residence of

J. C. Flint, and drove out to the Flint place on Clear lake, where they spent the day.

At one o'clock a long table was spread under the trees, and every one proceeded to feast on the many good things to eat.

After dinner Miss Mittan took a photograph of those attending, who were: Mrs. Walter Dyer, of Portland, Mrs. E. S. Dyer, of Florence, Mesdames H. Hansen, J. A. Barker, S. E. Lowe, C. C. Mittan, J. H. Flint, Chester Flint, J. L. Furnish, A. W. Martin and Wallace Simons. Mrs. L. H. Lowe and son Jack, Mrs. F. E. Monroe and daughter Reah, Mr. and Mrs. John Baily and daughter Wavell, Mrs. E. R. Mummey, Wayne and Rex Mummey, and Leona Smith.

Mr. Flint was the happiest man in Glenada when Wednesday it was announced that he could have the honor of being chaperone.

The next meeting of the club will be with Mrs. E. L. Nicholl and will be a farewell, as Mr. and Mrs. Nicholl expect to leave soon for the east to reside.

The Frank Knowles cement block building is now up one story, and the construction work is progressing nicely.

### THE TIMBERMAN TELLS OF IMPROVEMENTS ON SIUSLAW BAR

"A survey of the Siuslaw bar completed on June 30 under direction of Major J. J. Morrow, corps of Engineers, and J. S. Pohlman, assistant engineer, shows the shallowest depth on the bar to be 11 feet at mean low water. With an average tide height of seven feet, this indicates a bar depth of 18 to 22 feet with a straight channel to sea. The two jetties being constructed under government supervision and under the personal charge of Mr. Leefer, junior engineer. The work has progressed on the north jetty to a total length 7725 feet and on the south jetty 5700 feet with sufficient funds in hand to complete the project now under construction. In addition the port commission of the Siuslaw watershed have authorized the sale of \$100,000 additional port bods. This amount is supplemented by \$112,500 included in the present appropriation for the government, the latter appropriation being due to the efforts of the Oregon delegation. There are approximately 30 billion feet of timber in the Siuslaw watershed, which is directly affected by the bar improvement. The project undertaken is with full expectation of securing not less than 22 feet at low tide. With this improvement successfully inaugurated Siuslaw will become one of the leading Oregon coast ports."

George Hawley, county commissioner, left Wednesday for a three day's trip over the Willamette Pacific to direct the building of what are known as hub fences along the new roads built for the railroad. The fences are to be built along the edges of roads at the height of the wagon hubs to prevent the wagons from slipping over the grade. These are to be built at once by the railroad.—Eugene Guard.

Mr. J. L. Houghton, has received word that his son Laurence had another operation performed on August 8th and the physician believes that he will be greatly relieved and reports conditions favorable. On the 10th of August he was resting nicely and was able to drink nourishment in the form of a cup of chocolate.

### AT FOURTH CROSSING OF THE SIUSLAW

The bridge at the fourth crossing of the Siuslaw river is now being swung, a 60 foot girder having been placed. This leaves one 250 foot span and a 100 foot span to be swung at this crossing.

Three more large bridges must be erected before reaching Mapleton. They are at the fifth and sixth crossings of the Siuslaw river and at Lake creek. At the fifth crossing a 200 foot pin connection span will carry the rails across, while at the sixth crossing two spans, one to be 150 feet in length and the other 100 feet, with a 60 foot girder, will be used.

Lake creek will be crossed with one span of 150 feet long.

The rails are now to the fourth crossing, and ballasting of the roadbed continues. This is 14 miles above Mapleton.

It is expected that by the first of next week train service will be extended to Richardson's.

The pile driver and crew are now on this side of Lake creek, having crossed Wednesday.

From there to Mapleton are only a few small crossings where piling will have to be driven, and this work will soon be completed to Mapleton.

### SUPERVISOR RANKIN ON COAST TRIP

H. F. Rankin, supervisor of the Siuslaw National Forest, arrived in Florence on a trip down the coast from Walport, where he has been looking into the finishing of the road around Cape Perpetua.

It is now proposed and plans are being made by Lincoln county to build four miles of plank road on the south side of Yaquina bay. This will be back from the bay some to avoid shifting sand and will give a good road to the ocean beach. At Walport over one-half mile of road has been planed, permitting wagons and automobiles to reach the beach with ease.

There is an effort being made now to have Lane county cooperate with the town of Florence and build a plank road to the ocean beach north and if this is carried out, when the road around Cape Perpetua is finished it will be possible to travel between Newport and Florence on a wagon road.

Mr. Rankin says that so far the Siuslaw National Forest has been quite fortunate by having no serious forest fires, and that very little if any timber has been destroyed.



**BROWNIE THE KODAK**  
That Gives Pleasure  
**Rexall Store**

**Morris & Son**  
Joe. Morris Jr., Norman G. Morris.  
**THE LEADERS**  
**WAR! WAR!**

War is a condition under which opposing factions engage in combat. (This is not the definition as credited to General Sherman.)

The whole of Europe is engaged in warfare of the kind that kills. Morris & Son have started a war on the price of hog and chicken feed. Read our manifesto. We are backed up by the highest authority in Lane county. Read these letters, then carefully read our ultimatum.

Mapleton, Or., July 20, 1914.

Mr. F. W. Rader, Eugene, Oregon.

Dear Sir: I am sending you by mail this date, two samples of damaged grain, one of wheat and one of barley. This grain was damaged recently by fire in Portland, and I can get it considerably cheaper than grain that is not damaged, but what I want to know, is the value of this grain for feeding value, compared with undamaged goods.

We usually handle wheat here for chicken feed only, and it retails here at from 2c to 2 1/2c per pound. I can sell this damaged wheat at 1 1/2c per pound here, and would like to know if it will not be cheaper and better for chicken feed than clean wheat.

The barley would be good for hogs, and I want your opinion as to the relative food value of this damaged barley as compared with undamaged barley, and what other grain would make a balanced ration with the barley for fattening hogs.

Thanking you in advance I am yours truly,  
MORRIS & SON,  
Per Joe Morris Jr.

To our good friends and patrons. Owing to the fact that we received in our warehouse at Mapleton, Oregon, on August 5th and 9th. Fifteen tons of wheat and barley as referred to above in the two printed letters. We do declare and insist that you do not have to pay to exceed \$20.00 per ton in lots of one ton or more, for this feed at our warehouse at Mapleton while these or any part of these fifteen tons of feed remains.

MORRIS & SON, Mapleton, Oregon.

**SUITS**  
**\$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.

**WOOLEN MILL STORE,**  
FLORENCE, OREGON.