

THE SIUSLAW PILOT

SEMI-WEEKLY

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PORTLAND BUSINESS MEN VISIT THE SIUSLAW RIVER

Were Entertained by Florence Business Men--Excursion to Mouth of River and Banquet in Evening.

Saturday night the party of Portland business men who are on a trip to Coos Bay, arrived in Florence. They were immediately taken aboard a special boat and accompanied by the business men of Florence went to the mouth of the river to view our jetty work and beaches. Returning they were escorted to the Bay View hotel where a table was loaded with good things to eat, all products of the Siuslaw.

The Menu was: "Baked Salmon and Mashed Potatoes," Egg cream sauce, Cracked crab, Razor Clams, Rock Oysters, Huckleberry Pie and Percys Ice Cream.

Frank Smith, president of the Commercial Club acted as toast master, and called on C. C. Colt, F. E. Leefe, J. M. Scott, E. R. McCornack, Addison Bennett, R. S. Huston, C. C. Chapman and Phil Metschan, Jr.

About eleven o'clock the party was taken to Acme where they were to leave in the morning over the Willamette Pacific right-of-way south.

It is a junket promoted by the passenger department of the Southern Pacific and will be personally conducted by John M. Scott, general passenger agent of the Southern Pacific. The purpose is to show the Portland

business men the type of country along the Oregon coast through which the new railroad will run.

From Florence the itinerary schedule for the party was Tsitcoos lake at noon, and to reach Gardiner, on the Umpqua river late Sunday afternoon. The trip from Glenada will be made partly by boat through the lakes, directly past the center of the present railroad construction.

On Monday morning the party will leave Gardiner for Marshfield, following the stage route along the coast. Arriving at Marshfield Monday noon, the Portlanders will spend Monday night and part of Tuesday there and leave for Myrtle point where they will spend the balance of the day.

On Wednesday they will leave Coquille at 1 o'clock for Bandon, will spend the night at Bandon, and 1 o'clock will leave for Marshfield, reaching this point again at 5:45 Thursday afternoon. On Friday they take the steamer Breakwater for Portland, arriving home Saturday.

The personal of the party are: C. C. Colt, chairman delegation, member executive committee Portland Comm'l Club, President Portland Rose Festival.

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In a leading editorial, The New York Evening Post of August 3 says in part:

"Our home financial situation stands out like a rock in the vista of other great markets submerged in the flood of the Continental war. We are not only in a sound position in our home affairs, but our position towards the European markets—holding, as we do, the largest exportable surplus of American wheat in our history, at the moment when Europe's need of it is paramount—is of unusual strength. With a serious shortage in this season's European grain yield as a whole, with the world's stored reserves last month 29,000,000 bushels below 1913, with the Australian, Indian and South American harvests not due until next winter, and with several European countries provided with only three or four weeks' supply in hand, Europe will simply be compelled to buy our wheat, and to find the way to pay for it and transport it. We are inclined to doubt if a neutral state, in time of war, has ever been placed in so peculiarly advantageous a situation."

If any one does not think the ocean and seaside attractions will be of benefit in building up western Lane coast country the following item taken from the Eugene Guard ought to help change his opinion:

"Over 400 passengers were carried on the special excursion train from Wendling through Eugene over the Portland Eugene & Eastern to Newport yesterday. Of this number 160 were from Eugene, 152 from Wendling and the balance from points between Eugene and Corvallis. Three trainloads of people were carried to Newport Sunday, for in addition to the regular train and the Wendling special, a special was run from Woodburn. Scores of people are going to Newport daily. This morning, a train leaving Portland at 1:30 o'clock was filled with people taking day coaches and staying up all night in order to make early connections in Albany."

But to just sit and wait for a forced development means that Florence will not get what she is entitled to, when the railroad transportation reaches the Siuslaw.

We must improve our town so that those who come once will come again, and so that some of them will like this section so much they will decide to remain. We have electric light and power system, and its attractiveness is always noticed, and commented upon favorably by visitors. We have now provided for a standard high school. We must secure a water system and we should build a road to the beach, if we expect people to return after their first visit.

SIUSLAW PILOT'S LATEST WAR NEWS

New York, Aug. 24.—The opposing forces in the European war are now facing each other with a battle line in the form of a letter "Z" extending from Avurabe to Brussels. Reports state the Germans broke through into French territory along the Meuse river, but were driven back upon the arrival of reinforcements.

The Russians rout the Germans on the western frontier, capturing

ing Posen and other important positions.

Japan has declared war on Germany and has sent a fleet and fifteen thousand soldiers to make an attack on Kiao Chau.

The fighting in Germany has been going on in Belgium for three days or more. The casualties are already greater than has occurred in any battle in history.

Correspondence to the London Times says, the German army is sweeping on like a tidal wave.

ridges," he stated. "At present pile drivers are hammering into the ground hundreds of piles to form the trestle work for the parts of the line across these lakes.

Mr. Hoey denies the rumor that the Willamette Pacific intends to abandon the grade on the north side of the Siuslaw river between Mapleton and Acme, where it is said not all of the right of way has been obtained. This grade has cost hundreds of thousands of dollars to complete, and to abandon it would be absurd, he states.

"That is news to me," he said, upon his return yesterday. "Such a move would not be likely in railroad construction."

When the railroad will commence to rebuild the wagon road

along the river between these two points has not yet been determined. It is virtually accepted on the part of the railroad that the road will have to be rebuilt, add it is not probable that any further offers of cash or alternative propositions will be made.

"But the matter is still in the hands of the legal department," said Mr. Hoey, indicating that his knowledge is at this time second hand and that the construction department has not yet received orders to build.

The Cottage Grove grange opposes the new labor laws and few farmers will vote for any of them.

Enterprise opens bids Aug. 25 for a \$20,000 sewer system.

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 8th 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 \$50.00 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 remain.

MORRIS & SON, Mapleton, Oregon.

Eugene, Or., July 25, 1914.

Mr. Joe Morris, Mapleton, Oregon. Dear Sir: I have your favor of the 20th at hand. After examining carefully the samples of wheat and barley taken from the damaged grain, I can see no reason why you can not handle this grain at the price quoted to the entire satisfaction of yourself and those purchasing the same for chicken feed or hog feed. There is not enough burnt grain in these samples to do any damage either to hogs or chickens.

I would suggest that instead of skipping in all grain for feeding rations for hogs, that you substitute part tankage or oil meal. One pound of digester tankage is equivalent to four pounds of barley for feeding purposes. Considering the high freight rates to get grain or provisions to that section, it seems to me it would be a great deal more profitable to you and your patrons to make part of the ration a concentrated food.

A balanced ration for hogs should be approximately one part protein to seven and one-half parts carbohydrates. Barley runs about one to eight, and wheat approximately one to seven. A mixture of these two would make a nearly balanced ration.

I do not know the price of digester tankage, but will be glad to look it up and let you know at once. Thanking you for your favor, I remain yours truly, FLOYD W. RADES, County Agriculturist.

WAR!

In Times of Peace Prepare for War. After Every Dry Spell Comes the Rain.

We are now showing a complete line of

MEN'S & BOYS' Rain Coats

Men's AND Boys' Mackinaw Coats

In plain and fancy weave.

Men's and Boys' Dress Shoes, Heavy Shoes and Rubber Boots. We invite your inspection.

WOOLEN MILL STORE,

FLORENCE, OREGON.

FLORENCE SCHOOLS OPEN MONDAY

The public schools of Florence will open next Monday, and the attendance promises to be larger than ever, and to meet this condition the school board have made some changes in the building, by which an additional recitation room has been secured.

This year a corps of five teachers will be necessary, two in the high school and three in the grades.

Frederick O. Bradshaw will be principal and teach the high school, Miss Jean Sherman will assist in the high school. Mr. C. L. Weaver will teach the sixth, seventh and eighth grades. Miss Jennie McVicker the intermediate classes, while Miss Grace East will have charge of the primary department.

R. L. SMITH'S BARN DESTROYED BY FIRE

Last Friday morning the barn belonging to R. L. Smith, who lives a few miles from Glenada on the Gardiner road lost his barn by fire.

He was awakened early that morning by telephone, a neighbor having seen the flames and kept ringing him until he answered.

The barn was a new one, having been built about two years ago. The main part was 32x22 feet, with sheds on the sides. No one knows the real cause of the fire.

City barns will be built at Portland to cost \$50,000.

CANNERY WILL RUN THIS YEAR

In a week or ten days the chinamen will arrive to operate the salmon cannery. Go Hop, who for about eight years has superintended the work for Wm. Kyle & Sons, will be here this season.

No salting or cold storage fish will be handled. A filling machine will be installed and with its help a large pack will be taken care of.

Wm. Kyle & Sons have made arrangements to take care of all the fish on the river, including what is caught by the local union. Supplies are on the way and they are preparing for a big run of salmon this year.

WILL NOT ABANDON THE NORTH SIDE

The present season has been one of the best summers for railroad construction on the Pacific coast in many years according to H. P. Hoey who is back from a weeks inspection over the Willamette Pacific in company with Mr. Hood chief engineer. It will be the weather if anything which will enable the contractors to complete the grade to Marshfield before January he declares.

"Already great portions of the grade along the coast are taking form as they twist among and cross the arms of the many lakes, or cut through the mountain