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VIEW ROAD FLORENCE TO BEACH

For several years citizens of Florence have been using their influence to have a county road established from Florence to the beach that could be improved by planking. This is considered necessary to accommodate the people that live up the north beach and to take care of the traffic to the beach from now on.

County Surveyor H. W. Libby, J. F. Donaldson and Bruno Vitus, county road viewers, arrived in Florence Thursday morning. They left Friday morning, accompanied by J. W. Ford, Jr. to look the country over between Florence and the beach and will then take up the work of surveying a route. It will take at least two months for the county court to take official action approving the new established road.

It is proposed to improve this road by planking it 12 feet wide. This will enable the ranchers living on the north beach to haul full loads, and will meet the demand that is going to be from now on, for some means of reaching the beach from Florence, and the completion of such a highway would be a means that would greatly assist in the development of this section.

The Emerson Hardware Co. finds it cannot compete with similar products imported from Japan, and Oregon manufacturers are urged to stand for home industry.

EXCURSION PROPOSED TO MAPLETON

An excursion from Eugene to Mapleton over the new Willamette Pacific railway early in October would seem to be in order, but so far say the engineers in charge of construction, no one has taken up the matter with them.

W. R. Fountain, assistant engineer, stated yesterday that it is practically certain that cars will be running into Mapleton very soon after the first of October, and as the ballast train is following immediately being the track layers, the track will be belasted and leveled as far as Mapleton almost as soon as the rails are laid that far. Trains can be operated to that town immediately upon the completion of the track with good speed. The steel is being erected for the bridge at sixth crossing of the Siuslaw river and this will be completed in less than a week's time. Two miles further on is the Lake creek bridge and it will take a week to erect the steel there. From that place to Mapleton, there are no bridges except a few small trestles which are already in and the track layers can cover that stretch in a very few days.

"The country around the mouth of Lake creek is ideal for outings," said Engineer Fontaine yesterday, "and here would be a good place for Eugene people to hold Sunday picnics after the trains are in operation that far. There are a number of other

very beautiful spots along the road which would make good places for picnics."

The engineering department of the road, which is operating it till it is completed and turned over to the traffic department, is willing to accommodate any organization that wishes to run an excursion to Mapleton or to any other point along the line. It is probable that in celebration of the completion of the road to tidewater an excursion will be run soon after the track reaches Mapleton.—Register.

WOMAN TELLS OF HARDSHIPS OF WAR

Cottage Grove, Or., Sept. 9.—(Special.)—A. C. Kinter has received word from his wife, who is visiting relatives in West Virginia, of the hardships endured by Mrs. Kinter's sister, who was returning from a tour of Europe when the war broke out. She was in London when hostilities commenced. The hotels there were so crowded that the service was poor and it was almost impossible to get anything to eat.

Coming across the ocean the conditions were even worse. The boat carried 400 more than there were provisions for and the passengers were nearly starved when they reached the American shore. The bill of fare was made up largely of stale bread and poorly-cooked potatoes. Several days were required for the traveler to recover sufficiently from her experiences to tell about them.

WILL RUSH FOREST ROADS

That the Cape Perpetua and Alsea road projects will be rushed to completion this fall and that it is expected that they will finish within 30 days from now, is the statement of Hugh B. Rankin, who has just returned from an extended trip to the Siuslaw forest. These roads are quite important and have long been in contemplation. The Cape Perpetua road will give a continuous stretch of road from Tillamook to Coos Bay and the Alsea road road will give a new outlet from that section of the state to the Willamette valley.

Around the edge of Cape Perpetua, which is a dangerous promontory putting out into the Pacific ocean, a high guard of stone will be erected. The road is necessarily narrow at that point for the reason that it has to be blasted out of the solid rock and if a team or man should make a misstep they would be hurled to death into the raging sea or onto the rocks a hundred feet below. This rock wall will prevent any such occurrence.

Supervisor Rankin visited many of the points of activity in the reserve while gone and look after some telephone line construction, besides the road construction. George Cecil, district forester, located at Portland, made an inspection of the road projects while Mr. Rankin was there.—Register.

F. A. Keenan, bridge superintendent for the county came down to Acme Thursday and went over to Maple creek where he will build a bridge. When this work is finished he will go to Mercer lake, where another county bridge is to be constructed.

Public sentiment against the \$1500 tax exemption is becoming almost universal.

NEWS ITEMS OF MAPLETON

Travel through town has been heavy lately. Special stages are needed nearly every day both ways to handle the heavy traffic.

Dr. Lund, who has charge of the railroad hospital at Glenada, passed through town Thursday on his way outside.

E. C. Taylor will start a short order house in connection with Joe Slemmon's ice cream parlor.

The electricians were wiring the new electric light plant Thursday.

Burk Wright, the genial clerk in Fraer Bros. store, thinks he has at last sufficient courage to attend the Indian Creek dance Saturday night. Considering the experience he had at the last one he attended we think him indeed brave.

The Mapleton school board are going to handle the state text books at cost. Those needed now have been sent for and will be in on the next Patsy.

Miss Lulu Beers is spending a few days in town.

The S. P. bridge pile driver crew passed through Mapleton Thursday to begin work on the next bridge below town.

C. W. McLyman and family passed through town Thursday on their way from Gardiner to Pendleton. He will place his two boys in school there and take in the Roundup.

Salmon trout fishing is at its best here now.

School began last Monday with a full attendance. The following teachers are in charge: H. C. Maybrey, principal; Miss G. H. Dicken, grammar; Viva Caniff, primary.

Lloyd Saubert of Acme was in town Thursday on his way to Eugene.

Miss Tillie Moore has resigned her position in the Siuslaw hotel dining room and leaves for Eugene soon.

Roscoe Hurd was in town Thursday night on his way to Eugene to enter the State University.

Mrs. Lester Ogden spent a few days in town this week. The family will move up from Glenada soon.

Mr. and Mrs. S. E. Lowe of Glenada spent Tuesday night in town. They are on their way to Starbuck, Wash., where they will spend the winter.

J. M. Hardy and family of Southern California arrived in town Tuesday to take charge of the Mapleton hotel kitchen and dining room. Mrs. Hardy is a daughter of Mrs. C. J. Leaman. The rooms of the hotel are still under the management of Geo. Seahorn.

Mrs. Tom Neely, who has been quite sick, is improving now.

LANDED AT SOUTH SLOUGH 28 YEARS AGO

Twenty eight years ago last Wednesday W. T. Carl landed at the mouth of South Slough, at that time there was no wagon road only a trail. He took the first team into that section.

Only three houses had then been built, belonging to Wm. Bernhardt, T. F. Tripp and R. B. Mills. He and his family lived on South Slough that winter and in the spring moved over to Fiddle creek.

The S. P. Co. will open a dining hall at Poseburg.

FRENCH FORTRESS AT MAUBEUGE FALLS

Berlin, September 9, (by wireless to the Associated Press, by way of Sayville, L. I.)—Official announcement was made today at army headquarters that the French fortress of Maubeuge, on the Sambre river, had fallen. The Germans took 40,000 prisoners, including four generals. Four hundred guns also, were captured.

Paris, Sept. 9.—An official communication issued this afternoon says the situation remains satisfactory. The German right is retiring slowly before the English. The French center is slowly advancing. The situation on the right is unchanged.

The official communication issued this afternoon says: "First—On the left wing, although the Germans have been reinforced, the situation remains satisfactory. The enemy is retreating before the British army." "Second—At the center our advance is slow but general. On the right wing there has been no action of the enemy against the great circle of Nancy. In the Vosges and in Alsace the situation remains unchanged.

The official communication was received with the greatest satisfaction by the French public.

Between the lines of the official announcement can be read the fact that fighting of the fiercest kind progresses and that the battle lines cover a wide territory.

Soldiers returning to Paris from the front are forbidden to mention the positions occupied by the troops, but it is generally understood that the conflict and carnage were most severe along the rivers Ourcq and Marne. Whether the main German army is participating or only their covering troops is not known. Some of the wounded and prisoners are being brought to Paris, but the greater number are being sent to provincial cities.

Field Marshal Sir John French, the commander-in-chief of the British expeditionary forces now fighting with the French army, looked satisfied with the situation, according to the British soldiers. They say he went about the lines smoking a cigarette as though he was on the parade ground.

British officers and soldiers arriving from the front today declare that the four days' battle which still continues to the east of Paris is being carried on furiously.



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 not wish to insist that you do not have to pay to exceed \$50.00 per ton in loss of one ton or more, for this feed at our warehouse at Mapleton while there is any part of these fifteen tons of feed remains.

Eugene, Or., July 20, 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 shipping 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 carbo-hydrates. 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. RADER,
County Agriculturist.

MORRIS & SON, Mapleton, Oregon.

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.