

APPROPRIATION IS MADE IN LUMP SUM

There has been considerable discussion regarding the apportionment of the Rivers and Harbors Bill, and some of the telegrams have been indefinite regarding several Oregon harbors, among them the Siuslaw. The Evening Record, of Marshfield, under date of March 3, published a special that "The Siuslaw, Nehalem Bay, Coquille and Yaquina had been slashed."

Friday the Record telegraphed to Washington in regard to the matter and received the following reply:

Washington, March 6.—The rivers and harbors appropriations was a lump sum. No specific amount per project appeared. The expenditures will be at the army board's discretion. No decision has yet been reached as to items.

making such enlarged homestead entry had acquired title to land under the homestead law, be validated, if in other respects regular, in all cases where the original homestead was for less than 160 acres.

The Department holds that a citizen who makes one homestead entry and acquires title, exhausts his homestead rights, whether he enters 160 acres, 80 acres or 40 acres, or even less.

COUNCIL PROCEEDINGS

At a special meeting of the City council Saturday night the members were all present. The proposition of paving Main and Lincoln streets was taken up and upon the remonstrances of the majority of the taxpayers of these two streets it was decided not to pave them at present.

An ordinance was ordered drawn to cover the necessary money for the improvements on Jefferson street and Garjiner avenue for those who had taken advantage of the Bancroft act.

HOMESTEAD LAW AMENDED

Oregonian News Bureau, Washington, March 8.—During the closing hours of Congress a bill was passed providing that all pending homestead entries made in good faith prior to January 1, 1914, under the enlarged homestead act by persons who before

CASH MEAT MARKET CLOSES

The Cash Meat market that has been operated by Wilbur, Cook and Horn in Florence for the past winter will close its business as a market but will continue to buy and sell beef cattle and to deliver meat to the railroad working crews.

A THOUSAND DOLLARS AT WORK

(John M. Oskison in Oregon Journal)

A few weeks ago I received a letter from a Chicago business man who says he reads my little articles with interest. He could not be more interested in my preaching, however, than I was in his letter.

He told me that he had found out, a year ago, from a middle aged widow, who was the sole support of an aged mother, that she had saved \$1000, which she was keeping in cash in her home. He pointed out to her the great risk she was running and induced her to deposit the money in a savings bank.

"It has been in the bank a year now," he wrote, "and she is perfectly satisfied with the 3 per cent interest, not knowing she could get 6 per cent by buying a bond. It seems to me a shame to waste the extra 3 per cent, which she could put to good-use, yet I hesitate to advise her to buy a bond unless I know it to be exceptionally safe."

He asked my advice, and I urged him to put the matter up to the manager of the bond department of one of the big Chicago banks, with the explanation he had made to me. He did, and I have a letter from the bank acknowledging the matter.

This is surely a heartening incident. A year ago this \$1000 was absolutely unproductive, a source of worry to its owner, a continual temptation to thieves. By the intervention of this friend the money has been shifted to a perfectly safe place, and \$30 of income has been earned. During the next year the money will still be safe, and the widow's income will amount to \$60.

I don't know what this woman does to earn her money; but I should not be greatly surprised if she makes more than \$15 a week.

Now by the simple process of putting her savings to work she has increased her year's income by a twelfth; she has, in effect, added four weeks to her year. Looked at in another way, her money is buying her a four weeks' vacation during the year.

Is there any excuse in the world for one to hoard money in a community where banks are doing business under the regulation of state and federal authorities, and where investments are sold by reliable dealers?

tant engineer located at Eugene, and James L. Buell, right-of-way agent, located at Eugene. The Johnson-Anderson company was represented by Richard Shore Smith, of the firm of Woodcock, Smith & Bryson, of Eugene.

The railroad has agreed to pay the quarry owners \$12,500 for a deed to the property through the quarry, but this deed will contain the provision that the quarry owners retain all the rock. They also retain the right to maintain derrick booms over the railroad, in order to swing their rock from the quarry to the barges on the river below, and the railroad agrees that it will not interfere with the work in the quarry, with the mutual provision that the quarry owners will have regard for the movement of the trains.

The railroad also agrees to build two spurs, to handle the muck and rock from the quarry.

The grading will be commenced within two weeks, according to the announcement of the railroad company today. The McArthur-Perks company has a force of men at work on the Point Terrace grade, and may do the work from the same camp. It will take all of two weeks, the engineers state, to do the necessary surveying and make other preliminary preparations to begin work. From one to two months will be necessary to complete this grade and get the rails laid.

The bridge work which can be started will include the erection of camps, the building of cribs and the driving of piling. This work has not been started up to this time, it is said, in that the railroad has hesitated to begin the work and then have to be stopped, at a loss of money by the continued failure to complete the negotiations.

The Umpqua bridge will be started after the Siuslaw bridge is under way, according to the present plans. The pile driving machinery, when it has finished the Siuslaw work, will be moved to the Umpqua, and the two bridges will probably be under way simultaneously.

U. S. INSISTS CONDITIONS BE IMPROVED

Washington, March 8.—General Carranza has been informed in a note from the United States Government that unless there is an improvement in conditions with respect to foreigners and their interests in Mexican territory under his control, such steps as may be necessary will be taken by the American Government to obtain the desired protection.

The note is the strongest and most emphatic document that has been sent by the Washington Government to Mexico since the correspondence with Huerta a year ago. Carranza is warned that the United States has viewed with deep concern the growing complaints by foreigners generally against his administration of affairs and now, in effect, demands an early change.

REV. H. L. PRATT VERY SICK

The Rev. H. L. Pratt, pastor of the Evangelical church of Florence was taken seriously ill last Friday and it has developed into paralysis and he is lying dangerously ill at the parsonage.

Friends of Mr. Pratt are giving him every attention possible with the hope that he will again be able to mingle among us. At this time he is unable to recognize his most intimate friends.

NEW MILLINERY STORE

Mrs. M. S. Currier has two loads of millinery goods which she will place on exhibition as soon as a suitable store room is obtained. She has made arrangements with Frazer Bros. of Mapleton to handle her goods there and will display them soon for the spring trade.

Take A Look AT YOUR OLD SHOES Worn Out, Aren't They?



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WOOLEN MILL STORE

Florence, Oregon

BAY VIEW HOTEL HAS NEW MANAGEMENT

W. J. Clark who has been running the Bay View Hotel for the past winter has sold his interest in the business to Hunt & Baker, of the Hub Cafe and they have taken possession and will run it in connection with the cafe. Mr. Clark has not decided just what he will do in the future, but expects to engage in some business in Lane county.

NOMINATING PETITIONS FILED LATE SATURDAY

Saturday being the last day for filing petitions for members of the City council to be voted on at the annual election in April, five took advantage of the new charter and complied with the requirements. Fred Meyers, O. C. Stanwood, D. W. Rossman of the old Council, and C. B. Morgan and Dr. Edwards each filed their petition for member of the City council. C. B. Morgan was the only candidate making a statement as to his qualifications and they are perfectly clear. This is what he says, "I will grant special favors to none, and expect to go out of office without a friend in town."

SPECIAL MEETINGS

Mr. S. N. Taylor, Field Secretary of the Anti-Saloon league will be in Florence the last of this week in the interest of the temperance cause. Mr. Taylor will deliver a lecture at the school house in Glenada Saturday evening March 13, and Sunday morning will preach at the Presbyterian church in Florence, and in the evening will hold a union service at the Evangelical church.

RIGHT-OF-WAY, IS ALL SETTLED NOW

The last piece of right-of-way necessary to complete the Willamette Pacific, that through the Johnson-Anderson rock quarry, was obtained by the railroad late yesterday. The failure to obtain the right-of-way has blocked the progress of the rails below Mapleton, it has delayed the Siuslaw and Umpqua bridges and has been the one point upon which the completion of the railroad to Marshfield during 1915 has hung.

Announcement was made from the Willamette Pacific engineering office in Eugene today that construction will be resumed immediately. Grade will be built through the right-of-way, and while it is being built preparations will probably be made to start the construction of the bridge across the Siuslaw river at Acme. By the time the rails are past the quarry, the grade past the Point Terrace mill, started a month ago, is expected to be completed. When the rails reach the bridge, according to the engineer, the false work will probably be in place and work on the piers started.

The right-of-way controversy involved in the rock quarry has covered a period of several years. It has gone along in a deadlock until this spring when an injunction suit was filed by the railroad. The rock quarry owners claim that the right-of-way of the railroad will virtually confiscate the quarry, which has been used to furnish rock for the Siuslaw harbor improvements.

The matter was settled-out of court yesterday in a conference at which the railroad company was represented by Ralph Moody, Southern Pacific attorney, at Portland; W. R. Fontaine, assis-

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