



GRACE DOLLAR TAKES CARGO TO 'FRISCO

On its initial trip to Florence the steam schooner Grace Dollar passed the Siuslaw bar Thursday morning and docked at the Tide Terrace Mill company's wharf about seven o'clock. Two large scows loaded with lumber were being and the work of loading commenced within thirty minutes and the schooner was made in and it continued with a longshoring until late that night. Friday morning early work started again. Two scows arrived from the Point Terrace, furnishing scientific lumber to complete the cargo that night. Saturday morning the vessel swung into the river channel and while many whistles signaled a swell, made its way to the mouth of the river where anchor was dropped because of the foggy weather. Sunday morning Captain Fosen led the schooner out and started over the bar. When several hundred feet beyond the north jetty she struck lightly and backing off ran onto the south jetty. After several unsuccessful attempts by the crew to shoot a line to the north jetty, the gas schooner Relief, commanded by Captain John Safley with Al Liner in charge of the engines, and a crew of four, backed out to the bar and picked up the line and worked up close to the north jetty where the line was thrown ashore. The Relief then backed up and caught the line several times more, towing it in until the large hawser was se-

cured and made fast. This was a neat piece of work on the part of the owners of the Relief who deserve credit for risking their boat in the rough waters to give assistance. Sunday evening the Grace Dollar was easily floated into the channel by hauling on the hawser and under her own power came in and anchored near the receiving wharf of the north jetty. On examining the vessel no damage was discovered and from all appearances Capt. Fosen considered the matter but a slight incident of the trip. Tuesday morning Capt. Snyder took the tug Roberts out and made soundings on the bar and found the wind and rough seas had caused a temporary shoal condition giving about twelve feet of water with the prevalent low tides. This happens to other bars as often as it does to the Siuslaw, when weather conditions are right. Returning the tug Roberts took a tow line from the Grace Dollar and started out. The trip was made without any difficulty and the lumber schooner passed out and on her journey south with the largest cargo ever taken over the Siuslaw bar. During the month we are having some of our smallest tides and the wind and weather conditions make it a most unfavorable time, which the Dollar company know and understand, and for this reason no doubt believe they have given the Siuslaw bar an unusual test, as their boat crossed in without a bar pilot and

attempted to cross out Sunday in the same way.

While the Grace Dollar was aground Sunday afternoon the Patsy crossed in and experienced no difficulty on the bar.

Capt. Fosen's remarks while in port indicate that he thinks the possibilities of the Siuslaw river are large, and that the accident to his ship in no wise should be considered as detrimental to this bar. He declared it would give him pleasure to make a return trip.

Thursday night a banquet in honor of Paul Schilstrom, of the Point Terrace Mill Co., and the officers of the Grace Dollar, was given by the business men of Florence. It was greatly enjoyed by all who attended.

The Grace Dollar was built at Long Beach, California, in 1913, and is 220 feet long, with 40 foot beam, and has a gross tonnage of 1324 tons. The net tonnage is 809 tons. On this trip in she was drawing 5 feet 10 inches forward and 9 feet and 2 inches aft. On her outgoing trip she drew 11 feet and 10 inches on about an even keel.

The officers of the steel schooner are: Captain, C Fosen, 1st officer, A Peterson; 2nd officer, Albert Howell; 3d officer, O Borden. The ship carries besides its officers, a wireless operator, three engineers, three oilers, three firemen, three in the steward department and ten sailors.

The Grace Dollar made this trip to the Siuslaw to carry out a cargo of lumber from the Point Terrace Mill Co. to San Francisco and the successful outcome of this trip will greatly encourage those interested in this port as a shipping point.

FELL INTO THE RIVER

Sunday evening when returning from the beach Mr. and Mrs. Charles Watts fell off the lower part of the receiving wharf at the South Jetty and for a short time were in danger of being drowned.

They were endeavoring to get aboard one of the boats to return to Florence when Mr. Watts lost his footing and fell. While overbalanced he reached out to save himself and unknowing grabbed his wife, both falling into the water beneath the wharf, where they clung to the piling until a boat reached them and

took them out. They were immediately rushed to Florence in the Harbor-Sound Investment Co's boat, and suffered very little from the mishap.

Fortunately just before the accident little Robert Watts had been given to some one standing near or the result might have been more serious.

While realizing that it was a close call Mr. and Mrs. Watts are rather good natured about the matter, and Charley says if any one finds a salmon wearing a pair of gold rimmed spectacles to bring them to his jewelry store for identification as he lost a pair when he fell.

SOLD JETTY EQUIPMENT

The Johnson-Anderson Company have disposed of their construction equipment to the Zimmerman-Wells-Brown Company, of Portland.

Tuesday afternoon G. A. Anderson and W. J. Zimmerman arrived in Florence, to make final arrangements in the disposition of machinery.

The tug Roberts took one of the red scows in tow Wednesday morning and left for Astoria. Three of these scows carrying some of the material purchased will be taken to that port and from there taken to Portland.

Some of the equipment has been secured by the Miami Quarry Co., and will be used by them in construction work.

The tug Roberts which was sold by Wm. Kyle to the Johnson-Anderson Co., is to be retained on the jetty work by the present contractors.

CONNECTING THE COPPER WIRE

John Patterson and Al Campbell arrived in Florence Saturday and will spend several days in Florence and vicinity connecting the Pacific States Telephone and Telenraph Company's copper wire with the Florence central.

When this is finished we will have direct telephone and telegraph connection with Eugene, Portland, Puget Sound and other Oregon and Washington points.

The Relief left Tuesday morning for Coos Bay. A full cargo of freight was taken aboard.

BOOSTING VALLEY TO OCEAN HIGHWAY

L. C. Akerley, of Minerva returned home Thursday from a trip of several days at Eugene where he was doing much work boosting the proposed highway to the ocean. He was a delegate to a good road meeting at Eugene where each grange of the county had a representative, and where a permanent organization was effected with C. J. Hurd as chairman; and C. S. Calif, secretary. The Eugene Register of September 2nd, has the following account of the meeting:

The feasibility of a valley-to-coast public highway by way of North Fork on the Siuslaw is to be investigated by the committee on roads and highways from the Lane county Pomona grange which held its first meeting in the Commercial club rooms yesterday afternoon. A sub-committee of five, consisting of Hans

Peterson, V. R. Sly, H. B. Yancy, W. B. Blachley and J. A. Lawrence, was appointed to look into the matter carefully and report at the next meeting of the general committee. This action, was taken at the request of the North Fork grange.

At present there is no road worthy of the name between Eugene and the ocean, the Willamette Pacific railroad having used most of the route for its roadbed. The people of the Siuslaw district are seeking an outlet for wagons and teams and an inlet for automobile and coast traffic. The Pomona grange committee is investigating the feasibility as well as the necessity of such a road before taking any action.

The general committee, which was appointed by the grange for the purpose of providing ways

and means of securing a road patrol system in the county, organized by electing C. J. Hurd chairman and C. S. Calif secretary. The matter was discussed at length by the members present, when it was decided to appoint a committee to work out a road patrol system and report at the next meeting which will be held the 25th of this month. This committee, composed of H. W. Hall, Geo. Holland, E. L. Ayres, E. Thrall and C. B. Swango, will visit the most important sections where road patrols are needed and secure data and information which will aid them in making recommendations to the county court through the Pomona grange.

Another sub-committee was appointed to make an estimate of the amount of money needed for road work in the county next year, so that this information may also be placed before the county court. The committee consists of C. S. Calif, E. L. Ayres, C. J. Hurd, W. B. Blachley and Virgil Hawkins.

The secretary was instructed to write to each of the Commercial clubs, or civic organization, and farmers' union in the county, requesting that a representative be appointed to meet and become a part of the Pomona grange committee on roads and highways. This is done for the purpose of giving all classes of people an opportunity of being represented and to express their desires in matters pertaining to public highways.

Although this was the first meeting of this committee it was a most interesting one and well attended. In order to better carry on the work mapped out, it was decided to meet on the 25th of each month in the offices of the county agriculturist. In case the 25th falls on Sunday the meeting will be held the Monday following.

CITY BONDS HAVE BEEN APPROVED

Word was received by Mayor John Bergman Tuesday that the Water and Intersection bonds issued by the city of Florence had been approved by the attorneys for the Lumbermans Trust Co. of Portland, and that the bonds were being printed.

The Water Bonds were serial bonds from ten to twenty years, and the Intersection Bonds, were from one to ten years.

The Lumbermans Trust Co. bid par; providing the city paid for the printing and legal fees.

This now assures the people of Florence that the work on a water system will soon commence, and the street improvements under way will be completed.

The approving of the bonds makes it evident that everything has been legal and the city officers should be complimented, as some other cities have had to try several times before having bonds approved.

CAUGHT A BIG SALMON

O. I. Fosback who lives just above Acme caught Monday night, what is possibly the largest salmon on record for the Siuslaw.

The fish was taken in a drift net with three others and it weighed 73 pounds.

Several of the old time fishermen say that a 64 pound salmon was caught a few years ago, but that this is the largest they have known caught on this river.

We Invite Your Inspection

of the new

FALL GOODS

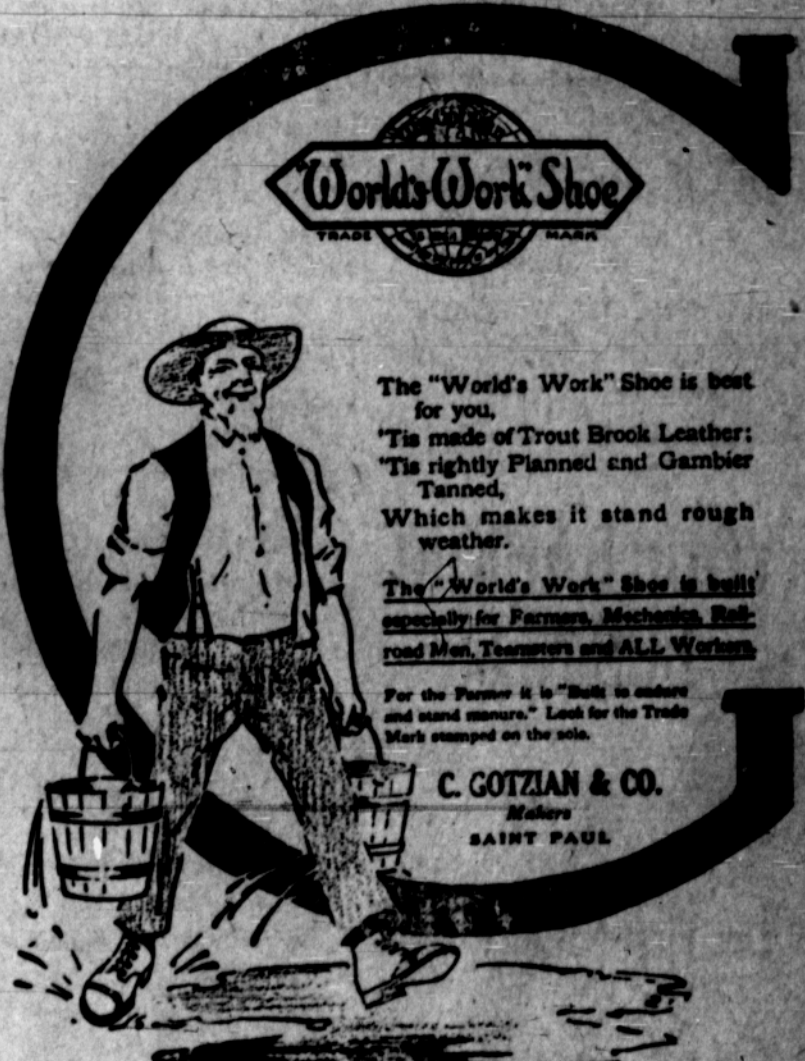
in Clothing Men's Furnishings Hats and Shoes

WOOLENMILL STORE

Florence, Oregon

Morris & Son

Joe. Morris Jr., Norman G. Morris. THE LEADERS



The "World's Work" Shoe is best for you, 'Tis made of Trout Brook Leather; 'Tis rightly Planned and Gambler Tanned, Which makes it stand rough weather.

The "World's Work" Shoe is built especially for Farmers, Mechanics, Railroad Men, Teamsters and ALL Workers.

For the Farmer it is "Built to endure and stand square." Look for the Trade Mark stamped on the sole.

C. GOTZIAN & CO. Makers SAINT PAUL

For Sale By

Morris & Son

Mapleton Oregon

Our Grocery Prices are Right and the Goods the Best Quality