

MAN KILLED AT S. P. BRIDGE SUNDAY NIGHT

Charles H. McKee a laborer on the pile driver at the bridge across the Siuslaw river at Cushman was accidentally killed about 12 o'clock Sunday night September 26. It seems that the piling are driven into the ground as far as possible and then the ends are sawed off close down to the ground, a chain hooked around the sawed off end and pulled up out of the way. The testimony brought out at the inquest shows that after the pile had been sawed off McKee hooked the chain around it and gave the signal to hoist away which was done. In some way the pile slipped through the chain and in falling struck him in the back. His fellow workers started for Glenada with him immediately but he died before reaching there.

An inquest was held at the undertaking parlors in Glenada, September 27, with J. K. Lowe, O. Dowell Jr., L. W. Derrin, W. M. Wohlander, Frank Turner and W. J. McKinney as jurors, who after hearing the evidence brought in a verdict as follows: "We the undersigned coroners jury respectfully state we find that Charles H. McKee came to his death accidentally by being struck with a butt end of a pile that was being hoisted out of a pier that was being constructed on the railroad bridge at Cushman, Oregon, the pile butt slipping out of the chain while being in the air above him. This happened about 12 p. m. September 26th, 1915."

MEETING FAVORS ROAD TO COAST

A recommendation that one-half mill be included in the general tax levy at the time of the adoption of the next annual budget for the construction and maintenance of a road from Eugene to the coast was made, today, at a meeting of the county good roads committee, which consists of representatives of the Pomona grange, twenty subordinate granges and the various commercial organizations of the county, held in the Commercial club. The recommendation is broad and it was left open to the court to select the route. A levy of one-half mill, three years in succession, it is estimated, will raise sufficient funds to make a highway which can be traveled winter and summer by motor cars. The present road terminates at Portage, and a part of it is not open to travel during rainy weather.

The recommendation adopted by the good roads committee is virtually the same as adopted by the North Fork grange several weeks ago.

Hans M. Peterson, a representative of the North Fork grange, addressed the committee this morning. He stated that he had made trips over three routes over which a road might be built, from the present terminus of the road, a distance of six miles to the coast, and that none would be expensive. Two of the routes, he said, would be on a water grade, and the other, the present government trail would

NORTH FORK HIGHWAY VITAL TO CITY'S ADVANCE

Next Wednesday, October 6th, the resident taxpayers of Florence will vote on the question of issuing \$5000 bonds to pay a part of the cost of building a highway to the city limits east, connecting with the proposed North Fork county road and to be a part of the road to Cushman.

It seems that it is unnecessary to point out the importance of this project, yet we feel that we must urge support for the construction of this portion of the North Fork Highway.

In their action the city council have recognized and submitted a proposition that is vital to the development of our city and that will be a large factor in its advancement.

be a 10 per cent grade. The absence of the road, he asserted, is a great drawback to that section of the county, and all money expended on such an improvement would be returned to the county many fold, through an increase in the value of property becoming available for taxation. At present it costs about \$20 to scow a four-horse outfit from Mapleton down the river and back again, he told the committee.

E. J. Adams spoke of the claim of the western end of the county for consideration.

"Those people have taxed themselves to the extent of several hundred thousand dollars to open up a harbor to make the bar passable," he said. "They are opening up the way to a great development in Lane county and when they come here asking us to make this improvement, in which we are also interested, they are entitled to consideration."

Walter Blachley, who represented the territory along that part of the proposed road to the coast from Eugene through the Long Tom district, past Triangle lake and below, stated that he had made a trip over the exist-

ing road. For a distance of twenty miles this side of Triangle lake, it will be necessary to haul gravel, but this could be obtained at several points, and below the lake there is plenty of gravel close to the road and but little hauling will be necessary, he said.

Blachley objected to the adoption of the recommendation, as originally introduced, providing that the entire amount to be raised by the one-half mill levy be for the purpose of opening the road from Portage to the coast.

It was estimated that the one-half mill levy would raise between \$17,500 and \$20,000.

Mr. Peterson said that it would not take anything like that amount to build the road from Portage to the coast. He did not favor a specific recommendation, but believed the matter of the expenditure of the fund should be left to the court, as well as the selection of the route.

The recommendation was made more general in its terms and was unanimously adopted.

The next meeting of the county good roads committee will be held October 25.—Eugene Guard.

WORK ON OCEAN ROAD COST \$675.39

The total cost of the county road work done under Superintendent McKy on the highway between Florence and the Lincoln county line was \$675.39, according to a report submitted to the county court.

One or two automobile have traveled over the road since the work was completed by Superintendent McKy and his force of road builders. The work took nearly a month and has put the road in fair shape for ordinary wagon travel. It is expected that next year addition work will greatly improve this highway which in a few years ought to become famous for its scenic attractions.

CAUGHT SALMON AND SALTED THEM DOWN

Attorney M. Vernon Parsons and family left Sunday for their home at Eugene. Mr. Parsons has combined pleasure and business on this trip. During his stay of a week in Florence he has taken the opportunity to troll for salmon and caught fifteen or more some of which he salted down and took home for his own table use.

CANNERY MEETING TO BE HELD SATURDAY

A cannery meeting will be held Saturday morning at 11 o'clock, October 2nd, in the Knowles cement building in Glenada. Every person interested in the cannery invited to be present and stockholders urged to attend.

SIUSLAW BABY SCORES 100 PER CENT

Two perfect children were found among the entrants at the Lane county fair eugenics show which came to a close yesterday afternoon. On Thursday Paul Henderson, aged 28 months, received a rating of 100 per cent, and Welda Elizabeth, aged 36 months, daughter of Mr. and Mrs. O. L. Zentner, of Acme, former residents of Eugene, received a similar rating. Dr. Marion Ober, who had charge of the eugenics exhibition, said that the little girl really made a better showing than the boy did on the previous day.

Dr. Ober said after the show closed that this has been the most successful show since the fair board inaugurated it two years ago. This year 78 were examined as against 85 last year and 175 the first year. Better results were obtained in the examination this year on account of the smaller number examined, thus giving the physicians more time for each child. The children rated higher this year than ever before, because many of the entrants were examined the year before and their mothers took better care of them.

Of the 85 children who had registered with Dr. Ober for examination this year, two of them were withdrawn and 10 failed to appear, thus leaving 73 to be examined.—Register.

Frank De Pazzi, of Portland, representing the Beech-Nut Packing Co. of Canajohani, N. Y. was in Florence Monday talking to the merchants about the famous Beech-Nut product.

We Invite Your Inspection

of the new

FALL GOODS

in Clothing Men's Furnishings Hats and Shoes

WOOLEN MILL STORE
Florence, Oregon

HAS BOUGHT FORD AUTO

Capt. Wm. Safley while in Eugene last week bought a Ford automobile and drove it to Mapleton Friday. Mrs. Safley accompanied him.

He invited Capt. John Tanner and wife to ride down, but it seem Capt. Tanner just has to have a propeller on his wagon, or he don't enjoy the ride.

It is said that before Capt. "Bill" got half way to Mapleton he had figured out just where to put a stern post, a dozen life preservers, flag staff, deck railing and bow line.

The auto was landed at the Washington street dock, with Capt. Safley at the wheel, and as he went up the slip and down Front street to his home, he tooted the horn, one or two blasts, for port or starboard passing.

One thing can be said, that it didn't take Capt. Safley long to learn how to handle the machine and he has all the appearance of a veteran autoist now.

Postmaster Buchanan moved his household goods to his new home on Adams street Monday.

HIKING TRIP TO THE COAST

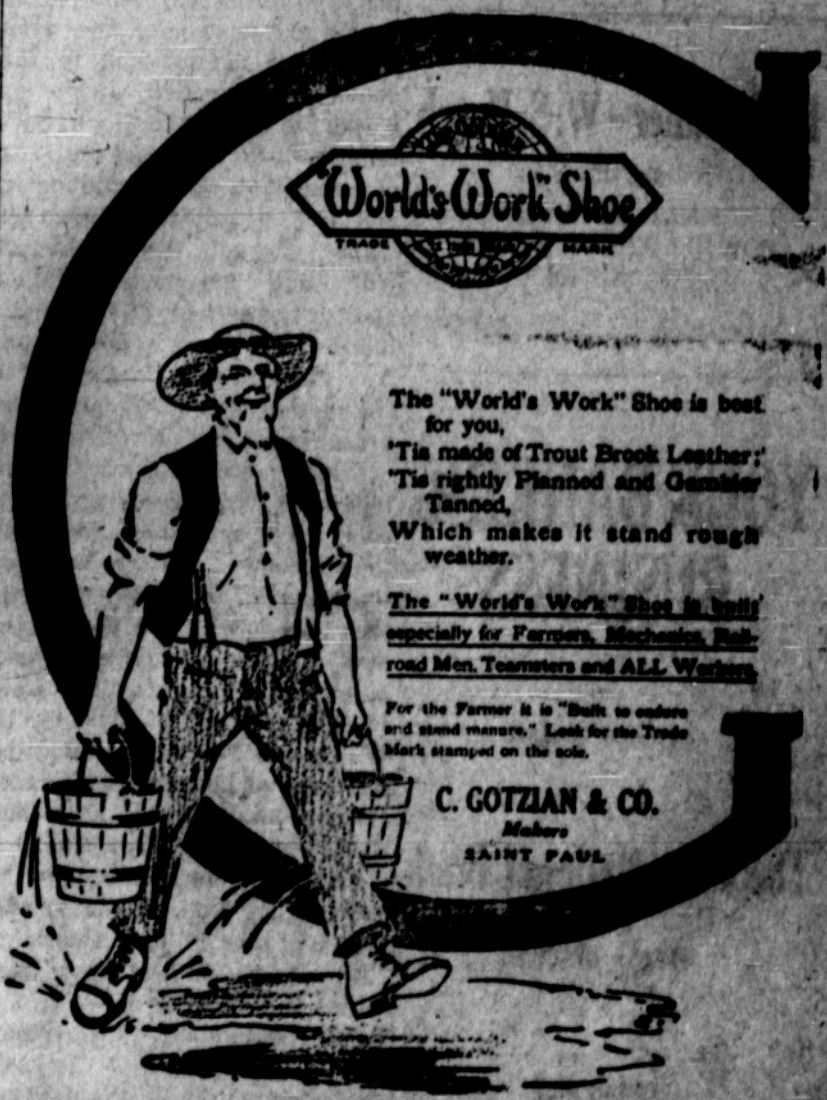
Last Tuesday Sept. 7th, a crowd of eleven persons took a hiking trip to the coast. They took five horses and one mule which they packed heavy with bedding and provisions. The crowd left Mr. W. A. Meads place Tuesday morning took the government trail and after getting on top of the mountain took the Ten Mile trail and made it through in one day. A distance of about twenty miles. This is the first time this hike was ever made in one day by women.

The crowd consisted of Mr. Mrs. George Hawley, Mr. McFearson, Mr. W. A. Mead and three daughters, Minnie, Nellie and Effie, Stephen Mead, Archie Jeans, Burrell Hoffman and Irving Petrie. A delightful time was reported by all.

G. W. Luce, general freight agent of the Southern Pacific system, and H. A. Hinehaw, general freight agent of the Southern Pacific lines in Oregon, passed through Florence Wednesday on their way from Coos Bay to Eugene.

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