

**Siuslaw News**  
 P.O. Box 10  
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# Opinion

## 125TH ANNIVERSARY FLASHBACK

1890 | THE WEST ❖ FLORENCE TIMES ❖ THE SIUSLAW OAR ❖ THE SIUSLAW NEWS ❖ SIUSLAW NEWS | 2015

**T**his year marks Siuslaw News' quasiquintennial, our 125th anniversary, a remarkable achievement for any business in a small community like Florence. To commemorate this milestone, throughout the year we'll feature some of the town's history as originally published in the newspaper, including historic articles and photos from more than a century ago. —*Editor*

### CLEVER WORK JOB ON SIUSLAW BRIDGE

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 THE SIUSLAW OAR, VOL. 8, NO. 15

A unique piece of work was done on our bridge Monday. Concrete had to be taken from the mixer at Glenada to pour a big seal on the Florence side.

The seal is a thickness of six feet or more and 40 feet down below high water. This slush of concrete is dumped into a cofferdam which has been driven full of piling. No water is pumped out. The slush fills all the gaps down there and hardens almost as quickly as it would in your outdoor yard, although deep down in the river bed.

How to get this concrete slush across the river and not disturb the ferry service or sea going commerce was solved by using two derricks. One hoisted a full yard of concrete from the Glenada side, where the miniature railroad ends, car and all, onto a scow. A derrick on the Florence side picked up the concrete and dumped it though the big funnel into the great depth.

Starting early in the morning, this first seal was finished shortly after 10 o'clock at night. Always two hoppers of concrete were taken in each scow load.

In a few days, this, the last of the big cofferdams, will be pumped out and the

piling sawed off within a few feet of the concrete seal. Wooden forms will be made to hold the concrete pier as it is built up to the roadbed.

A way has been solved to permit ocean-going traffic through the bridge construction without materially delaying either the building of the bridge or commerce.

More about this later.

However, bridge work gets on nerves of some oldtimers.

This business of building a bridge is annoying people with its noise.

Pap Reesman says that one bridge will be enough, and Dan Hawley says that it will take two bridges to supply visitors to

his sand hills.

However, this may be that the town is envying Mike Hogan and his close proximity to the mass of standards and steel that is springing up almost in his door hard.

Hogan wants quiet and that is why he moved to Florence five years ago.

Pile drivers have disturbed him. Steel hammers are in the offing. Right at his door both.

"It takes a man of courage to live in a town like this," Hogan said.

Hawley still bets \$100, or any part of it, that Hogan won't move, despite the racket. ❖

### NEIGHBORS



### Just a resurrected gas pump — Part III

BOB JACKSON  
 NEIGHBORHOOD CORRESPONDENT  
 For the Siuslaw News

**T**his 10-foot-tall, bright yellow and red gas pump now standing by my garage door on the west side of the Greentrees retirement community is a vanishing vestige of a time when motoring was exciting and all the gas stations played on this love of speed and daring. Everyone it seemed wanted to get the driver's attention.

There was Mobil with its flying horse (of course it was red). Texaco had Fire Chief and Sky Chief gas, and Tide Water promoted its winged Flying A.

At the turn of the century, a man named Arthur Gilmore had moved to California and started a dairy herd. He was

drilling to find more water for his milk cows, when not unlike something from the Beverly Hillbillies TV show, he struck oil instead! By 1905 the cows were gone and the Gilmore Oil Company was born.

In 1918, the next Gilmore generation took over. Soon, motorists all up and down the West Coast were filling up with Gilmore gas. Gilmore's independent oil company became the largest on the coast. Blue-Green gas and the famous "Red Lion" started appearing everywhere. The clear glass globe atop the pumps let the color of the gas be seen.

At one time, there were over 3,500 Gilmore stations in three states, and Gilmore was sponsoring yellow and



PHOTO COURTESY OF BOB JACKSON

red midget race cars that were proudly displaying the familiar charging red lion. Incidentally, Gilmore had built the first midget race car track in the United States.

Gilmore hired flamboyant barnstorming and air-racing pilot Col. Roscoe Turner, who had broken the land speed record and received the DFC (distinguished flying cross) to crisscross the nation in a flashy yellow and red Gilmore airplane. His copilot, Gilmore the flying lion, logged thousands of air miles with him.

The journeys are chronicled in the Smithsonian Air and Space Museum in Washington, D.C.

Gilmore continued to sponsor winning Indy racers, and a car with a land-speed record of 369.8 mph (powered with Gilmore gas, of course).

The Gilmore lion, who eventually had become too

big and dangerous to be flying as a co-pilot — well, he died in 1952 — he was preserved by a taxidermist and is now on display in the Smithsonian.

It is thought that the first stations opened in 1923. During World War II, gas rationing and military priorities spelled the end of red lion gas. The final Gilmore station closed about the same time the war was ending in 1945.

Over these many years, I have been blessed both by serendipity and stubborn stick-to-itiveness; however, without the perseverance and genius of Elliot Crable and the many close friends and neighbors like Sheldon Glenzer, Patrick McKee and Norm Stone who volunteered to help, right here in Greentrees, this old gas pump, this symbol of a vanished era would not even exist today.



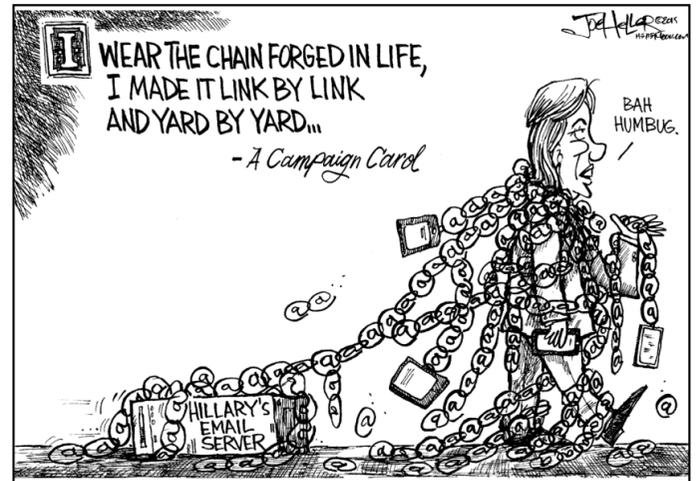
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Siuslaw News welcomes letters to the editor concerning issues affecting the Florence area and Lane County. Emailed letters are preferred. Handwritten or typed letters must be signed.

All letters should be limited to about 300 words and must include the writer's full name, address and phone number for verification. Letters are subject to editing for length, grammar and clarity.

Publication of any letter is not guaranteed and depends on space available and the volume of letters received. Libelous and anonymous letters as well as poetry will not be published. All submissions become the property of Siuslaw News and will not be returned.

Write to:  
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