



(Continued from Page 3.)

M. Parsons, W. F. Miller, M. C. Maloney, P. M. Wilbur, Eugene Crosthwaite, Dorsey Krietzler, A. T. Haines, Herbert Coleman, C. Q. Van Duya, A. L. Houseworth, F. A. Tiedgen, and A. L. Barker, Mrs. Effie Farringer, Messrs. F. Grannis, Angus Lagerstrom, Arthur Peck, Cornell Lagerstrom, Thayer Gimes, Dan Maloney, Hays Quist, Roy Bleecker, George Thompson, Joe Williams, Will Hutchison, Ford Painter, Preston Jones, John Ferguson, Wesley Seaman, and Will Horton, Mr. and Mrs. E. F. Morrissey.

The Baptist Young People's Society gave a delightful New Year's party at the home of Mrs. E. E. Kelly, Friday evening, Jan. 5. Games and music furnished the evening's entertainment, and a violin and piano duet by Charles and Clara Rehfeld was greatly enjoyed by all. Among those present were Misses Clara Rehfeld, Una Marsh, Isis Marsh, Frances Franse, Alpha Mauzey, Helen McLaughlin, Florence Rehfeld, Signa Stenson and Belya Flanagan, Mr. and Mrs. Claude Stutsman, Mr. and Mrs. Alva Doll, Rev. and Mrs. G. LeRoy Hall, Mr. and Mrs. E. L. Kelly, Mrs. C. H. Marsh, Mrs. C. R. Flanagan, Chas. Rehfeld, Ray Ollivant, S. C. Snirel, Dr. Leslie, Geo. Doll, and Eugene and Howard Kelly.

Mrs. Herbert Coleman entertained at an informal sewing party Friday afternoon. Her guests were Misses Nora Tower, Florence Aiken, Ruth Allen, Frances Williams, Hazel Powers, Una Marsh, Isis Marsh, May Preuss and Grace Kruse and Mrs. Earl Savage.

Mrs. A. T. Haines was hostess at a luncheon Friday afternoon which was particularly delightful because of its keynote of pleasant informality. Two tables of bridge were formed and a charming afternoon was spent. Mrs. J. T. McCormack, Mrs. W. C. Bradley, Mrs. C. K. Perry, Mrs. W. S. Nicholson, Mrs. E. Mungus, Mrs. J. S. Coke and Mrs. O'Connell were the guests.

The American Women's League will hold a business meeting Tuesday night at the Women's Exchange in North Bend. Mrs. E. M. Alexander will be in charge.

Mr. and Mrs. Jack Nowlin entertained at New Year's dinner Mr. and Mrs. Henry Kerr and children, Perry and Lucie, and Miss Hazel Peterson.

At their home, prettily decorated in a color scheme of lavender and green, Mr. and Mrs. F. C. Birch last night entertained at a farewell party in honor of Miss Mary Jamison, who left town on the Breakwater, and a welcome party for Mrs. Leyland and Mrs. Crais' daughters of Mr. and Mrs. O. S. Torrey, who are visiting with their parents. Delicious refreshments of fruit salad, lavender pine-apple sherbet, and cake were served. Among those present were Mr. and Mrs. Joehnek, Mr. and Mrs. A. J. Drews, Mr. and Mrs. F. L. Sumner, Mr. and Mrs. M. D. Sumner, Miss Effie Church, Miss Mary Jamison, Mrs. T. J. Leyland, Mrs. Psyche Craig, Mrs. O. S. Torrey, Miss Hazel Merriam, Chester, W. Scott, E. W. Campbell.

Harry Conroy, Herbert Morton and Wm. Wood were hosts at a delightful dance at the Motor Boat Club Rooms in North Bend Monday evening. Nearly fifty guests filled the prettily decorated rooms, among them Mr. and Mrs. O'Mara, Misses Esther Imhoff, Naomi Smith, Vesta McLaughlin, Frances Golden, Alice Waters, Elizabeth Hoelling, Bessie Immael, Amy Reynolds, Mildred Rood, Norma Chase, Marjorie Swearingen.

Vera Wilson and Dorothy Kibbler, and Messrs. Fred Kruse, Glen Groat, Robert McLaughlin, Joe Winsor, George Dewey, Clarence Kibbler, Lytle Chappelle, Oscar Carlson, Charles Van Zile, Clyde Smith, Bert Hanley, Fred Reynolds, Wm. Davis, Charles Peterson and Prof. Honska.

Miss Marian and Wesley Seaman entertained a few friends informally last evening.

Doane Elected—At a meeting of the Marshfield Merchants' Patrol association at the city hall last evening, J. C. Doane was elected special night watch to fill the vacancy caused by the resignation of Special Officer Buttz who resigned following the action of the city council in revoking his appointment as special officer. Walter Richardson, H. Lecoq and Arthur Demarest were among the names considered for the place. It was also decided last evening that in the future, the voting of proxies should be prohibited.

Saturday evening, at 8:30 at Apartment 3 in the Williams building, Miss Gola Bowron, daughter of Mr. and Mrs. Frank Bowron was married by the Rev. Father Munro to James Cowan, Jr., one of the well known and popular young men of Marshfield. The parlor was decorated in greens and cyprianthemums, and the ceremony was performed under a white bell tent hung from an arch of flowers. A wedding supper was served in the dining room which was adorned with holiday blossoms.

The bride wore a gown of white messaline trimmed in silver, and carried a bouquet of white carnations and aspidistra ferns. She was attended by her sister, Miss Maude Bowron, whose gown was blue messaline draped with tinted blue marquisette and gold trimmings. Iris Elrod was bridesmaid. Many beautiful presents were given young Mr. and Mrs. Cowan, among them numerous pieces of cut glass and silver. The young couple are at home to their friends in the Williams building.

Those present at the ceremony were Mr. and Mrs. Frank Bowron, Mr. and Mrs. J. E. Cowan, Mr. and Mrs. H. C. Noble, Mr. and Mrs. Roy Blauhard, Rev. Father Munro, John Noble, Geo. Selig, Iris Elrod, Miss Maude Cowan, Miss Myrtle Cowan, Miss Ruth Cowan, Miss Ruth Bowron, Miss Maude Bowron, Miss Hazel Cowan and Jack Bowron.

Miss Maude Bowron left today on the Breakwater for Portland where she will resume her course at St. Mary's Academy.

A TRIBUTE.

THE world is better nowadays Than fifty years ago. I know, and there are many ways That give me cause to know. Ah, though you pick a score of flaws, Since twoscore years and ten I say 'tis better now—because You were not in it then. —Selected.

A SONG OF SPRING.

SING me a song of spring, Of joys that the spring things bring. For my heart is weary Of these sad, dreary And worn old winter days.

Sing me a song of spring; Remind me that each brown thing Will fling on the soft air A thousand of flowers fair. While fern fronds their brown curls raise.

Save money by patronizing The Times advertisers.

HUGH M'LAIN MAKES REPORT

COOS BAY DELEGATE TO WASHINGTON RECEIVES HEARTY APPROVAL AND THANKS FOR EFFORTS IN BEHALF OF HARBOR IMPROVEMENTS.

After hearing a detailed report of his trip to Washington in behalf of an appropriation for harbor improvements on Coos Bay, the Marshfield Chamber of Commerce last evening adopted a resolution expressing its appreciation and indorsing all the steps Mr. McLain had taken. The indorsement was unqualified and besides this, motions were adopted that the Chamber of Commerce should "follow up" the lead inaugurated by Mr. McLain at Washington in this matter and urge the congressmen from Oregon and other officials to do everything in their power to facilitate it. A resolution of appreciation to Senators Bourne, Chamberlain, J. N. Teal and others for the courtesies extended Mr. McLain on his trip were also adopted.

Mr. McLain's report of his trip was as follows:

I beg leave to submit the following report of my trip to Washington as a delegate to the Rivers and Harbors Congress. I left Marshfield on Monday, November 27, arriving in Portland on November 29. I immediately had an interview with Captain Polhemus, in the Army Engineers' Office in Portland and went over the Coos Bay project with him, and was furnished by him with all the data I needed in relation to the jetty project for Coos Bay. I left Portland, November 30, accompanied by J. N. Teal of Vancouver, Wash. The next morning we arrived in Spokane and were joined by two delegates from Lewiston, Idaho, ex-United States Senator Henry Helfeldt and R. C. Beech, who accompanied us to Washington.

I arrived in Washington on December 5, and immediately got busy on Coos Bay project; had an interview with General Bixby and went over the condition of the jetty at the present time and told him that no report had been made on the jetty since 1908, and since that time the storms of the ocean had beaten it down until only a very small portion of the entire jetty was exposed at low water; pointed out to him the fact that there was no barrier to prevent the washing of immense quantities of sand to shoal up over our bar, and also told him that in order to get the best results from the hydraulic sea-going dredge that was to be built for the Coos Bay bar, that it would be necessary to repair and raise the jetty, at least to high water mark.

While receiving no encouragement from General Bixby in regard to our jetty, yet he assured me that all haste possible was being made with the dredge project.

The next day, December 6, the Rivers and Harbors Congress convened. I had the honor of being appointed on the Resolution Committee, and in that capacity was enabled to meet a number of men of prominence in the nation, some who were members of the Rivers and Harbors Committee of the House, before whom I had to appear later in relation to our bar project.

December 7, I had a meeting with the Pacific coast representatives in Congress, at that meeting were the two senators from Washington, two senators from Idaho, two senators from Oregon, also all of the congressmen from Washington, Idaho and Oregon, with the exception of Congressman Hawley, who did not arrive in Washington until late Saturday evening, December 9.

I took up the matter of the improvement of the Coos Bay project, the repair of our jetty system, the amount of money that the board of Army Engineers recommended for a total completion of the same, the amount of money that should be appropriated this session of Congress, and in fact got an excellent hearing before that delegation of senators and congressmen.

Immediately after the adjournment on that occasion was taken by Senators Bourne and Chamberlain to a luncheon at the Continental hotel in Washington; this luncheon was given complimentary solely to the Oregon delegation; viz: J. N. Teal of Portland, Hugh McLain of Marshfield, Governor West and Wm. Hanley, where I had occasion to impress the importance of our jetty project upon our two senators and received from them the promise of hearty support in any measure affecting Coos Bay.

After the luncheon Senator Bourne and myself walked up to the Capitol and again I went over the Coos Bay project with him, asking him to advise me as to the best method of procedure while in Washington, to get results; he assured me that while both senators were more than willing to help the Coos Bay project, yet all appropriations for money originated in the House, and it would be necessary for me to initiate the proceeding for the appropriation of money through our senior congressman, W. C. Hawley, but he would do this for the Coos Bay project at this session of Congress; he would introduce a bill calling for the survey by the government engineers of the Coos Bay jetty and thereby, in the event that Congressman Hawley got no appropriation of money for the jetty system, it would be advanced at least one year by the action he

Sixth Semi-Annual Clearance Sale
On **In Full Blast**
See Friday's Times for **Prices and Descriptions. First Choice Is Best.**
"MONEY TALKS"
Hub Clothing & Shoe Co.
BANDON MARSHFIELD

would take in having a report before the next congress.
On December 8, I had a hearing before the Rivers and Harbors Committee of the House, was before that committee for one and a half hours, was accorded every courtesy by the members of the committee, was permitted to file and make a matter of record, all of the data in my possession pertaining to Coos Bay project No. 2. I was asked the amount of money that we wanted to start the repair of the jetty, and the matter being left entirely in my hands at that time and knowing, if I asked for too large an amount it would probably be impossible to get it, I stated to the committee that \$200,000 would be sufficient at this session of Congress to start the repair of our jetty system. The committee seemed very much interested in our project by the number of pertinent questions asked me about the depth of water and results obtained from the jetty system in the past; condition of the jetty at this time, amount of commerce at the present time, prospective commerce for the future, etc. I feel that I had a most satisfactory hearing and made several personal friends for our project among the members of the committee from other states.

December 9, I took up the matter of bridging the bay with Senator Chamberlain who assured me, that up to that time there was no bill before Congress asking for this project, and that he would keep us informed of the exact status of this question when it came before Congress.

On December 11, I took up the matter of making this port a subsidiary port to Portland; was assured by Senator Chamberlain that it would take Congressional action to do this, and he would take pleasure in defeating any bill brought up for this purpose.

After leaving Senator Chamberlain I went over to the House and had my first interview in Washington with Congressman Hawley, went over all the ground I had covered while in Washington with Congressman Hawley, informed him of the various committees, told him the amount of money that I asked the Rivers and Harbors Committee for the repairing of our jetty system, told Congressman Hawley that the question of getting that amount of \$200,000 in the Rivers and Harbors bill at this session in Congress devolved entirely and absolutely on him, I told the congressman that in the event that he could not get a favorable report from the board of Army Engineers for this project, it would be necessary for him to offer a resolution in Congress appropriating this amount of money for the Coos Bay project and he would have the fight of his life to keep it in the appropriation of a bill for rivers and harbors, but in the event that he got this amount in the Rivers and Harbors' bill in the House, I was personally assured by our senators from Oregon that they would never allow the item to be taken off in the Senate or in conference.

In the matter of making this port a subsidiary port to Portland, Congressman Hawley assured me that in the House he would take all necessary steps to safe-guard the port of Coos Bay, and see that it remained intact.

CORPORATIONS.
The reason why neither the enactment of legislation nor its enforcement has been successful in exterminating the so called trusts or even to affect wages is because as an effective industrial agency to wield the energies of mankind the corporate form, beyond any other form, is the most effective yet discovered. The mistake is in the point of view. Approximately one-third of the wealth of the country is in corporate form. It is the wealth of the people. One way to view this domain, one that has achieved some popularity, is that it is the enemy's country and should be destroyed. The other—and, as I maintain, the just and reasonable—way is to view it as a rich field, a new field that should be opened to every citizen.—Judge Grosscup.

PLAN TO RUN COAST LINE

Southern Pacific to Open Port at Florence or Crescent.

The Portland Oregonian says: "Since contracts have been awarded for the construction of a portion of the Oregon Eastern Railroad westward from Dog Mountain, the western terminus of the line now under construction out of Vale, the Harriman interests, it is understood, will use this project through to Crescent, where it will connect with the Southern Pacific's Natron-Klamath line immediately. Kilpatrick Brothers of Beatrice, Neb., who were awarded the contract, it is reported, will start to work west of Dog Mountain early in the spring.

It is said that the Harriman interests propose to make Coos Bay a shipping point for the distribution of freight, following the completion of the Panama canal. This accounts for the haste to have the new line ready for use within the next two years, or as soon as the canal is completed. The plan is to send freight originating on the Atlantic Seaboard through the canal to Coos Bay and thence distribute it to its various parts of distribution in the west and northwest. It is believed that the entire country west of the Rocky mountains can be served in this manner. To give vessels cargo for the return trip to the east, lumber will be loaded. It is believed that a certain quantity of rail shipments also can be hauled from that port. Although Coos Bay at present lacks sufficient depth to permit the entrance of the class of vessels that will ply through the canal, it is believed that the improvements now contemplated here will make their accommodation possible.

The port of Florence at the mouth of the Siuslaw River, also has been considered as the basis of operations for the new Harriman road, and it is believed that this will receive consideration. Florence will be one of the main port points on the line between Eugene and Marshfield. Work now is now under way on a jetty and with other improvements planned, it is believed that this place could be made an advantageous terminal.

Whatever plans the Harriman interests have made for certain business for their new cross state line will not interfere with traffic in and out of Portland as this city will always remain the natural shipping point for the grain, fruit, lumber and other products of the territory east and northwest of the city.

With the completion of the 2 contracts that from Vale to Dog Mountain and to Crescent, the Harriman system will have the shortest line between Chicago and the Pacific coast with Florence as the Western terminus. However, the distance to Portland virtually would be the same over the new cross state line as that to Florence on account of the superior advantages for distributing, storing and handling traffic from this point it is believed that the advantage of a day that will be saved by going from the canal to Coos Bay or to Florence instead of to Portland will not divert the regular traffic away from this point. Although it is believed that the through-east-bound business will be routed out of Portland over the Southern Pacific to Eugene and thence over the new rail route thru Central Oregon to destination.

IN SUMMER.
I KNOW not what it is, but when I pass Some running bit of water by the way, A river brimming silver in the grass, And rippled by a trailing alder spray,
HOLD in my heart I cannot from a cry, It is so joyful at the merry sight; So gracious is the water running by, So full the simple grass is of delight.

AND if by chance a redwing, passing near, Should light beside me in the alder tree, And if above the ripple I should hear The lusty conversation of the bee—
I THINK that I should lift my voice and sing, I know that I should laugh and look around, As if to catch the meadows answering, As if expecting whispers from the ground.

Can You Beat It?
"I'm afraid, Tom, dear, you will find me a mine of faults. He—Darling, it shall be the sweetest labor of my life to correct them. She (flaring up)—Indeed, you shan't!"—Boston Transcript.

Perseverance.
Perseverance is more prevailing than violence, and many things which cannot be overcome when they are together yield themselves up when taken little by little.

Try The Times' Want Ads. The Times' office.
Save money by patronizing The Times advertisers.

LOOK!
Do you see prices anywhere like these—No—
SUITS
\$20.00 at \$12.85
\$25.00 at \$14.75
\$25 to \$35 at \$17.50
20 Per Cent. Discount on All Other Merchandise
—AND—
Everything guaranteed to be finest quality that can be purchased—No shady or shop worn merchandise.
CENTRAL AND BROADWAY **The Toggery** Across from First Nat. Bank

A Girl's Crown
Of pride is a handsome engagement ring. How she fondles it, turning it this way and that to catch its varying beauties. How proudly she shows it to her girl friends. If there is a girl you want to make happy, make her the happiest girl in town by choosing the engagement ring here.
Big Stock of Rings, Watches, Brooch Pins and Back Combs
Silverware and Hand Painted China
Fine Watch Repairing. All Work Guaranteed
Red Cross Jewelry Department
MARSHFIELD, OREGON