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GET YOUR JOB PRINTING DONE AT THE TIMES' OFFICE.

Young Smalltown

—BY—
BOB STANLEY

Young Mr. Smalltown longs and sighs for pleasure that in city lies. His breast is filled with great desire, and yearning that he may retire from stillness of the Simple Life to join the city's madning strife, and meet the total stranger in the shops where they can match their tin across the tables that are seen spread o'er with covers, soft and green,—where hard-earned shekels quickly go from Young Smalltown, whose hands are low.

He goes to city, finds the game, and meets the stranger, learns his name, while things go merrily along, and Life begins its first glad song. Next morning there is bursting head. His stomach cries, but not for bread. Smalltown has only memories left. His purse of money is bereft. He feels that he has foolish been to seek the city's rush and lla, and longs again for Daddy's farm, away from total stranger's charm. He longs to be among the toads that paddle down the country roads where once he made a mighty noise among the other small town boys.

So, Smalltown learns 'tis well to know that other people are not slow.—a Wisdom comes from stirring 'round, which seldom in the books is found.

PREDICTED CABINET FOR PRESIDENT WILSON

Washington Politicians Figure Out Those to Assist in Steering Ship of State.

Washington, D. C., Jan. 3.—Although President-elect Wilson has said that he will not announce the personnel of his cabinet much before March 1, it is believed here in Washington that he has almost, if not fully, determined who his advisers will be. It comes from a source exceedingly close to Mr. Wilson that the following are most likely to be chosen:

- Secretary of State—William J. Bryan of Nebraska.
- Secretary of the Treasury—Henry Morgenthau of New York.
- Secretary of War—Representative Mitchell Palmer of Pennsylvania.
- Secretary of the Navy—Harry St. George Tucker of Virginia.
- Attorney General—William F. McCombs of New York, or W. A. Glasgow, Jr., of Philadelphia.
- Postmaster-General—Josephus Daniels of North Carolina.
- Secretary of the Interior—Ex-Governor Osborn of Wyoming.
- Secretary of Agriculture—Representative Burleson of Texas.
- Secretary of Commerce and Labor—Representative Redfield of New York.

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THE PEOPLE'S FORUM

The Times will be pleased to publish letters from its readers on all questions of public interest. Each letter must be signed by the writer, and so far as possible be limited to 200 words. In publishing these letters it must be understood that The Times does not endorse the views expressed therein; it is simply affording a means for the voicing of different opinions on all questions affecting the public welfare.

ROGUE RIVER SITUATION

Editor Times: In your interview of Tuesday there was evidently a misunderstanding of some conditions at Rogue River that would lead to a wrong impression, which I would like to correct.

The item referring to the displeasure of the people over the wharfage monopoly and rate of \$1.50 per ton does not apply to Wedderburn or Gold Beach, but to another locality, in Curry County, which can take up its own grievance, if so inclined.

The people of Gold Beach would be glad to cooperate with the Wedderburn side and it was towards that view that the Curry County Commercial Club was organized. They are trying to bring about a better understanding and the Gold Beach side has been promised a wharf and warehouse, which would help shipping facilities materially, provided that conditions attached thereto will be reasonable.

The vital question, however, seems to be the opening of Rogue River to fishing and this question was taken up at the last Commercial Club meeting when Mr. MacLeay of Portland was present. He made a very plain and candid statement giving his reason for the opening of the river to seining and requesting that no opposition be made from the Gold Beach people. A petition had also been prepared for adoption by the Commercial Club to be presented to the legislature, showing the endorsement of this body to the opening of the river to seining, but this was not allowed to pass, until it had been amended to the effect of putting the fishing on a commercial basis, by which it was meant to eliminate seining, but to permit fishing by set, drift and gill nets.

It seems that the resolution was misunderstood afterwards and as a result there are now two different petitions in circulation in the territory addressed to the legislature, one for opening the river to seining and the other to open the river to fishing without seining. In my trip up the coast I found that the opposition to seining seemed to predominate largely, especially where the people understood the conditions.

Being a new arrival in the territory I cannot speak from actual experience, but am taking the impartial view as I see fit.

The objections to seining do not seem to be aimed at the MacLeay people as creating a monopoly, because there seem to be more important reasons.—Of course the experience of Rogue River people under the late R. I. Hume regime, naturally makes them very cautious to avoid a repetition of these events which might be taken advantage of with a fishing monopoly.—Mr. MacLeay was very frank in asking this monopoly as a right of purchase and was also very fair and liberal in promises if the river would be opened according to their desire. The people, however, seem to think that commercial fishing, open to all, would be a more fair and equitable way of opening the river, creating an open market and preventing the unnecessary destruction of countless numbers of young fish and allowing a sufficient number of fish to run up the river for spawning.

Regarding the propagation of fish in Rogue River, while this has been attended to locally by the Wedderburn interests, there is no reason why concerted efforts of Rogue River interests, if it is made open to the public, cannot bring about the establishment of a government hatchery.

In proof of these statements I would add that the petition against seining has been signed by the representative people of Gold Beach, with very few exceptions.

R. E. KNORR.

MANY AVIATORS KILLED.

Last Year's Fatalities Among the Birdmen Numbered 113.

NEW YORK, Jan. 3.—In the year just ended a total of 113 aviators have met death in aeroplane accidents. Three women, two of them Americans, were included among the victims. Germany and the United States contributed the greatest number of fatalities, with 23 each. France is next in the list with 26. The fatalities in the British Isles numbered 15. To the total Italy contributed four, Russia three, Switzerland two, and Austria, Spain, Roumania, Greece and China one each.

The number of fatalities during the last five years were as follows: 1908, 1; 1909, 4; 1910, 32; 1911, 73; 1912, 113. Total, 223.

USE AUTOS FOR PARCELS POST

\$300,000 Has Been Allotted for This Purpose.

WASHINGTON, Jan. 3.—Ten thousand dollars will be spent in New York city this year for the rental of automobiles and other vehicles to carry parcels post packages. In Chicago \$15,000 will be spent, and in Boston and Philadelphia, \$10,000. The amount allotted to Brooklyn is \$8,000. The total sum set aside for this purpose in the United States is \$300,000.

A statement issued by the post-office department says:

"Letters have been sent to 1600 city postmasters informing them of the amount of their allowance. In addition to this emergency allowance the postmaster general has authorized postmasters to employ as many temporary and auxiliary clerks and carriers as the volume of business necessitates.

"After the system has been in operation 15 days, the postmasters will submit reports showing the volume of the parcel post business, the additional cost, together with an outline of the plan adopted in handling the new business. In this manner Mr. Hitchcock hopes to secure an accurate report of the cost of the new system in order that an estimate may be submitted to congress for the appropriation necessary to handle the additional business during the remainder of the present year and the next. Up to the present time the postmaster general has authorized the expenditure of \$180,000 for the purpose of necessary equipment for the establishment of the new system.

"In this connection more than 30,000 scales have been bought at a cost of \$72,000; the printing of the Guide and regulations cost \$25,000 special mail sacks cost \$23,000; \$16,000 were expended for the 10,000 tags necessary; 120,000 special zone maps for the various postoffices cost \$13,000; 110,000 tape lines were purchased for use in the various postoffices to measure the size of parcels, at a cost of a little more than \$1000; 197,000 rubber stamps and other miscellaneous necessities cost approximately \$11,000."

COMMISSIONER HOFF URGES MANY LAWS.

Believes Eight-Hour Day Should Be Universal—Many Measures for Workers.

SALEM, Jan. 3.—Embodied in the biennial report of Labor Commissioner Hoff will be a vast number of suggestions for legislation, held by him to be of interest to the welfare of the workers. Following are the suggestions made for needed legislation:

Eight hours for all kinds and classes of work.

Eight hours and examinations for hoisting engineers.

Eight hours for yard men and a compensation act.

Better laws for the collection of labor debts.

Boiler inspection and license for engineers; many states have this provision.

Inspection for all electrical work.

The regulating and bettering of conditions for steamboat men.

A ten-hour legal workday.

Eight hours a day, 48 hours a week, and a minimum wage of 25 cents an hour for women.

Rag dealers to be compelled to boil rags at least 30 minutes before re-selling the same.

For taking better care of salmon and their spawning grounds.

A state examination for journeymen and master plumbers.

Prohibiting the use of coupons in selling cigars.

Against false advertising for help.

State insurance, widow's insurance and a weekly payday; this is along the line of the most advanced legislation of certain states and some foreign countries.

A compensation act.

State license for moving picture operators.

Electric headlights on all locomotives on all railroads; full crews, compelling the company to lay up crews for rest, and at terminals where there are accommodations for eating and sleeping the crew to be allowed to eat every five hours. Time continues from the hour called till relieved.

All state institutions to employ for all kinds of work, none but residents of the state.

Where there are cement floors, men to be furnished with wood floors to stand on, inclosing sinks and lavatories.

Qualified conductors to be placed on an engine running light.

A collective ownership of the means of production and distribution.

ANCIENT PHILITERS TOPIC.

Latin Poets Advised Sweethearts to Beautify Minds.

WASHINGTON, Jan. 3.—"Recollections of Love," as prepared by ancient Latin poets for use of the poet that day, were discussed by Kirin by Flower Smith, professor of Latin in Johns Hopkins University, Baltimore, in the session of the American Philological association's annual meeting here.

Mr. Smith declares that Ovid, Lucretius and Tibullus in their best hearts of both sexes to pay less attention to gew-gaws and external beauty in their efforts to hold their enriching and beautifying the mind, might not only win, but keep the love they desired.

OREGON TIMBER WEALTH TO

STATE RANKS FOURTH IN PRODUCTION ACCORDING TO FEDERAL REPORT—SOME INTERESTING DATA.

WASHINGTON, Jan. 3.—A preliminary statement of the production of lumber, lath and shingles in the United States during the calendar years 1911, 1910, 1909, and 1908 has been issued by Census Director E. Dana Durand. It was prepared under the direction of William M. Steuart, chief statistician for manufactures, by Jasper Wheeler. The data was collected in co-operation with the forest service of the department of agriculture, and from one of a series of annual reports regarding the lumber and timber industries.

The reported production of lumber in the United States during the calendar year 1911 by 28,107 mills was 37,003,207 M feet board measure, as against 40,018,282 M feet board measure reported by 31,111 mills in 1910; 44,509,761 M feet board measure reported by 31,231 mills in 1908. The figures for the four years covered by the report are substantially comparable, with the exception of those covering the year 1909. The information for 1909 was collected by special agents of the census department in connection with the quinquennial census of manufactures, and hence covered, technically, every lumber producing establishment which was in operation during the whole or any part of that year. The data for 1911, 1910 and 1908, was gathered by independent, and these three years do not cover the operations of mills of the neighborhood or community. It should be pointed out, furthermore, that the totals for 1911 and 1910 do not include output of any mill which reported a product of less than 50 M feet board measure in 1911 or 1910, but omitted from the tabulations. The decrease in 1911 compared with 1910 of about 3 million and three billion feet board measure of lumber were doubtless in part to a delay of about two months in mailing the schedule cards to the manufacturers in 1912.

While the industry of lumber manufacture is widely distributed throughout the United States, production during the calendar year 1911 having been reported from every state but one, namely North Dakota—it is interesting to note that nearly 36 per cent of the total cut was reported by the five states of Washington, Louisiana, Mississippi, Oregon, and North Carolina, ranking in the order named. Furthermore, it should be observed that two of these states are located on the Pacific Coast and three in the Southeast, which regions have in recent years become the principal centers of lumber production in the United States, their combined output in 1911 forming 68 per cent of total cut for that year.

The reported cut of softwood lumber in 1911 was 28,902,310 feet board measure, or 78.1 per cent of the production from woods, while that of hardwood lumber amounted to 8,100,897 M feet board measure, or 21.9 per cent of the total production. The slightly larger proportion of the total production supplied softwoods during 1911 as compared with the figures for the preceding year is a logical result of the increase in the lumber industry to report which are chiefly coniferous softwood.

The five leading species cut in 1911 were yellow pine, Douglas white pine, oak, and hemlock, ranking in the order named, the aggregate output from these woods being 26,835 M feet or 72.5 per cent of the total production from species. Yellow pine alone supplied 12,896,706 M feet board measure, or 34.9 per cent of the total, while oak, the leading hardwood, contributed 3,998,444 M feet, or 8.4 per cent.

FLIGHT TO MOON SUGGESTED
Astronomer Thinks New Method Will Solve Problem
PORTLAND, Jan. 3.—On the deck of La Providence, at the beginning of an old-fashioned New Year's journey for the summer in France, Garrett P. Serviss, the well known astronomer, talked seriously of alrship service to the moon, which he believes the future has in store for man.

"I begin to think seriously, not too seriously, now that we have achieved the navigation of the air by mechanical means, there only remains the necessary providing air to exist upon the moon," he said.

"But we have got to have a new motive force. Electrical propulsion begins to hint what force will be when we fly from planet to planet. You understand, have got to overcome gravity. There are only two forces to overcome gravity under conditions—pressure of light and electricity.

"So I say that the first machine to the moon will be on the principal of the path that flies away from the center of an electrical machine. This has been accomplished, but only remains what modern chemistry certainly can achieve; that to fill a strong vessel, spherical, with enough air and fuel to sustain a man during the flight. This is not so ridiculous as it seems, and the modern achievement of flying is a step in that direction."