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at Simpson Park, North Bend

Sunday, Sept. 20

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BY DAN M'DONALD.

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THE PEOPLE'S PAGE

Letters From Times Readers That
Are of General Public Interest

HAWLEY REPLIES TO HUGH M'LAIN

Washington, D. C., Sept. 2, 1914.
To the Editor:
My dear Sir:

In the issue of the Portland Journal for August 19th is printed a letter from one Hugh McLain, of Marshfield, in which he attempts to explain the errors he made in his interview. He falls into further errors and makes glaring misstatements. I request again a little of your valuable space to state what the records show and what the facts are.

Appropriation for Coos Bay.
Mr. McLain states that his interview contained a "misprint" when he said that the present rivers and harbors bill carried only \$40,000 for Coos Bay when it passed the House and that the amount was increased to \$50,000 when the bill reached the Senate. I have before me the Rivers and Harbors Bill, H. R. 13811, as it was reported to the Senate on June 18, by Senator Simmons from the Committee on Commerce of the Senate, and the item for Coos Bay reads as follows:

"Improving harbor at Coos Bay, Oregon; For maintenance of completed channels in Coos Bay and operating bar dredge, \$50,000."

Mr. McLain says: "and it was increased in the Senate to \$60,000." He says an amendment was offered to increase the amount to \$60,000 in the Senate on April 4, 1914 and that the proposed amendment was referred to its Committee on Commerce. If that is so then the Committee on Commerce rejected the proposed amendment and did not include it in the bill when it reported it to the Senate on June 18. I have quoted the language of the item as contained in the bill reported to the Senate. See page 65, lines 10, 11 and 12, of the bill. The item is therefore now \$50,000, which was the amount I had included in the House Bill, and it was not, as he says, increased in the Senate to \$60,000. Will he now find another "misprint" in his communications? I would be very glad if the item could be increased by the Senate. I believe in the Coos Bay waterway. I have had appropriated for its improvement every dollar the engineers have recommended, including the appropriation of \$350,000 for the bar dredge Michie. I strongly favor the reconstruction and extension of the jetty system at Coos Bay.

And I might say in passing that when the Rivers and Harbors Committee of the House made up the pending bill, which passed the House in March, I had included in it every project in the First Congressional District recommended by the engineers, with the amounts recommended by them. The House Committee follows the rule of requiring their approval. This practice is to relieve the bill of "pork barrel" features, since the projects included have been passed upon by the local engineers, the Board of Engineers for Rivers and Harbors, the Chief of Engineers and the Secretary of War—men who have no personal interests in the projects, but have in view the public service only. I wish to commend the Journal for its capable support of the pending bill. I hope the Senate will not allow the bill to fall.

I have gone into the details above that the matter may be clear to everyone and to Mr. McLain. I can go yet further into the matter if he is not convinced of his error.

The Mill Slough Bill.
In addition to the records I quoted in my former letter, it is necessary to refer to them further to correct further misstatements by McLain. He makes a number. He says in his letter: "In regard to the passage of Senate Bill 767 for closing Mill Slough. When the bill was passed in the Senate through Senator Chamberlain's efforts and it was necessary to introduce it in the House, Congressman Hawley was not in Washington, nor was he represented by his secretary at that time, and because of his absence Congressman Lafferty's aid was secured and he introduced the bill in the House and it was referred to the Committee on Interstate and Foreign Commerce, of which he had the honor of being a member, and a favorable report was obtained from all the members present."

Now the facts are these: Senator Chamberlain introduced the bill in the Senate, S. 767, on April 12, 1913. I introduced the bill in the House, H. R. 2483, on April 14, 1913. Representative Lafferty introduced no bill on the subject at all, according to the Index to the Congressional Record for the first Session of the Sixty-third Congress. Nor was there any reason why he should. The Senate bill when it had passed the Senate would naturally be taken up. Neither was a favorable report made by the Committee of Interstate and Foreign Commerce on any Mill Slough bill; but as I proved by quotations from the Congressional Record, in my former letter, the Senate Bill was passed by the House on October 17 on my motion to discharge the Committee on Interstate and Foreign Commerce from any further consideration of the bill, and that motion would not have been in order if the Committee had reported the bill to the House.

Prior to its passage by the House, I had conferences with the Speaker, the Majority Leader, the Minority Leader and several with Chairman Adamson urging favorable action on the bill and preparing the way for its passage under the motion I made. Now it may be that Mr. McLain does

not understand parliamentary procedure or the work necessary at times to be done. But in his interview and letter he assumed to know all about the whole matter. In the paragraph quoted he makes two misstatements at least. It was necessary for me to secure considerable data, which I did, and by means of which I was able to secure the passage of the bill. My file on the subject is voluminous. Such are the facts as contained in the records and as known to those here who are interested in the matter. The work on the Mill Slough bill is only one item out of hundreds of acts of service I have been able to render to the people I have the honor to represent. I have been commended by leading citizens of Coos Bay in this matter—men who assisted in collecting and compiling the necessary data. Few members have as good a record for diligence in attendance on the work of the House and its committee assignments as I have. This will be assented to by the Speaker, the Minority Leader and the chairmen of the House committees on Agriculture and Labor.

When they are no facts to sustain McLain's untenable position, he invents some "facts." In his futile attempt to sustain his position, he adds to his former errors additional misstatements. He has no right to invent "facts," or what he calls "facts."

He attempts to evade the issues he has raised as to his accuracy and trustworthiness, by endeavoring to shift to other matters. But let these matters now be settled first. All things in due order.

It is no pleasant duty for me to be compelled again to arraign McLain before the bar of public opinion for further misstatements and misrepresentations. I can do so again if he insists, but I will take no pleasure in it. The records and facts prove that he is neither accurate nor trustworthy in these matters.

With many thanks for the courtesy of this space, I am,
Truly yours,
W. C. HAWLEY.

THE CONSUMERS' VIEW OF GOOD ROADS

Editor Coos Bay Times: In August 24 issue of The Times a business man states that in dairying and vegetable growing the coast district is of the utmost importance. He also speaks of the imports of general merchandise of the value of hundreds of thousands of dollars.

Please permit a few words on the importa of general merchandise in its economic relation to the development of the coast country.

A short time ago the writer counted some two hundred and fifty sacks of potatoes besides a large number of boxes and crates of vegetables and fruit unloaded from one boat. This boat makes fifty-two trips a year. Not always bringing such large quantities, but each trip bringing in fruit and vegetables from another state that we can better and cheaper raise here on the Bay.

And there are four boats. A little computation will show that the farm produce annually shipped into Coos Bay must be enormous, taking into consideration the fact that Coos County is supposed to be a farming country.

At a conservative estimate the money sent away to pay for this produce will equal the annual wages of one hundred and fifty men.

Such a state of affairs is indeed an economic crime.
Supposing a business carrying one hundred and fifty names on its payroll should seek a location on the Bay. What prompt consideration would it receive from the Chamber of Commerce? What inducements would be offered in the way of low rent, low taxes and cheap location?

Yet by making it possible for the ranchers to raise and market the produce that we are now shipping in, we would accomplish the same object in a three-fold measure. First increase in population incident to the development of the rural communities. Second, large tracts of land now being idle and worthless will be brought under cultivation and bear a portion of the tax burden which is surely getting near the limit. Last and by no means least, it will cheapen the cost of living to the consumer.

And this can be brought about as has been aptly stated by building a road system that will pay its own cost of construction and not be a burden to the tax payers. Though in favor of good roads the writer voted against the bond issue because of the provision limiting its scope, which he believed would defeat its own object.

The good roads movement is of vital importance to the interest of the people in its relation to the cost of living and development of the country to be long retarded because of difference of opinion in regard to location and methods of construction.

The people pay the bills and they have the right to say what roads shall be built and that they shall be built under a system that will give the full value for every dollar.

Better roads, roads that will give the farming districts access to the consumer that will permit the consumer to buy farm produce minus profits we must and will have.

It is unthinkable that an intelligent, progressive people will suffer themselves to be snuffed through such intolerable conditions.

To this end we should get together and talk it over.

We should have a representative meeting of producer and consumer of all who are interested in changing conditions that are building up communities in other states, yes, in foreign countries at the expense of our own. No community can prosper

IN JUSTICE TO SHERIFF'S OFFICE

Editor Times: In your issue of September 11, 1914, I note that you state that "Mr. Liljeqvist was indignant because Sheriff Gage allowed Coy Elliston, Trotter and the Jennings Boys, who were in the Empire saloon robbery, to get out of the country."

There is nothing for Mr. Liljeqvist to be indignant over in this case and why he should make the statement is beyond my understanding, unless he wanted to deliberately misstate the facts. Here is the truth in the matter: On last Wednesday I returned from Empire, where I had investigated the saloon hold-up and met Mr. Liljeqvist in the Sheriff's office and told him there was no evidence on which to make an arrest, but that a good many persons suspected that it was a frame-up between Elliston, Trotter and the Jennings boys and two others and that it was only opinions and suspicions and no evidence. At that he suggested issuing grand jury subpoenas to hold them on, and one of my deputies suggested to him that if they were mixed in the hold-up they would beat it, regardless of a subpoena and it would be better for him to file complaints in the Justice's court and have warrants issued for the whole bunch for gambling, as he had said that he had the evidence to convict them of that offense.

If he wanted to hold them, why didn't he have the warrants issued. This all happened Wednesday morning, thus giving plenty of time to make arrests, had the warrants been issued.

Mr. Liljeqvist could have just as well informed you that he had no evidence to hold them on, which would have been the whole truth and no one injured as far as the hold-up was concerned. This is not intended to do Mr. Liljeqvist an injustice, but I simply want the public to know the truth of the matter.

W. W. GAGE.

All Over Oregon

SALEM, Or., Sept. 15.—Heppner is to have night telephone service. Work has begun on the foundations of the Eugene Armory. A contract for the building will be let in two weeks.

Astoria is to have the largest wireless telegraph station on the Pacific Coast, on the south side of Young's Bay.

The Klees Electric Company, of Summerville, is extending its light and power system into the Grande Ronde Valley.

New Plymouth has a \$14,000 high school with modern equipment.

The Sunny-Mont Ranch Co., is developing 2676 acres of land near Monroe.

Nyssa sent out a band of 800 horses for Government mounts.

James Anderson opens a restaurant at Fall City.

On the \$1500 exemption Withycombe and Gill are opposed, U'Ren favors and Smith is non-committal.

The North Pacific Fruit Growers' Association shipped 1383 cars of fruit from Oregon this season.

By co-operation of the Sheriff's office and extra police, the threats of interference in the hop yards by I. W. W.'s did not materialize.

The Booth-Kelly Lumber Company, of Eugene, has been granted permission by the Government to build a logging railroad over a quarter section of Oregon and California Land Grant in Lane County.

Petitions to the taxpayers of Malheur County are being circulated for purpose of voting a \$30,000 bond issue for a bridge to cross the Snake river.

Burns has voted a \$100,000 bond issue to improve sewer and water system.

La Grande Elks have awarded a contract for a \$25,000 Elks Lodge.

The Portland City Council has authorized the purchase of 32 acres for \$8000 near Troutdale for a detention home for women. \$7000 in addition will be spent for buildings and improvements.

Thos. F. Barlee in four months time took \$790 from a ledge he worked near the headwaters of the Sixes river in Curry County.

It is announced that eight canneries will operate on the lower Columbia. Most of the cold storage plants will also operate.

Bay City will grade and hard surface 24 blocks of street.

Jones & Lewis are installing a new monument plant near the I. O. O. F. Cemetery.

The town of Alvadore on the P. E. & E. Ry. has a new church, a cannery and other buildings under construction and just voted a three mill tax to construct the finest rural school house in Lane County.

per under such false economic conditions that neglects the producer and leaves the consumer at the mercy of the middleman.

This matter should interest the Chamber of Commerce. Certainly it will be willing to lend its aid and co-operate with any movement that may be initiated to promote the common good, to serve the best interest of the people as a whole. By all means let us get together and talk it over.

CONSUMER.