

COOS BAY SHIPPING NEWS

BREAKWATER HERE WILL BID ON WORK

BRINGS GOOD PASSENGER LIST AND CARGO FROM NORTH

Steamship Leaves Out On Return Trip Sunday Morning At Nine O'clock According to Schedule

Bringing a good sized passenger list and cargo of freight the steamship Breakwater arrived in this morning from Portland after a successful trip. She leaves out again on Sunday at 9 a. m.

Those who arrived today were: Mrs. Henry Sengstacken, Mrs. J. H. Polhemus, Mrs. W. H. Wilson, Mrs. D. B. Brown, Mrs. G. Kelly, J. J. Van Why, A. Destourdeux, Geo. Lane, Gerald Lane, Mrs. Geo. Lane, Miss I. Burgess, Mrs. G. E. Burgess, Lydia Holm, A. Osberg, Mrs. A. Osberg, Geo. Seoley, W. S. Dodge, P. Hayes, D. Artt, R. Benfer, J. S. Potts, E. Stoppa, Wm. Johnson, B. Berandhi, G. Messerschmidt, D. H. McCollister, A. J. Darling, G. Lackey, C. F. Morgan, Amelia Lallabo, Rita B. Agler, Zelma Nichols, Irving Nichols, Mrs. D. Nichols.

PHILIPS INSPECTOR

Is Looking After North Bend Paving for City

The street paving work at North Bend is now in progress and Archie Phillips is on the job as inspector for the city to see that the work is done properly. The paving was delayed for a few days when the supply of cement ran out but the steamer Nann Smith brought up a large supply and the work is now going full blast.

BRINGS COAL CARGO

ALVARADO SECURES RETURN CARGO FROM NAVY

From Eastcoast to San Diego and the North for Coos Bay's First Timber Through Canal

Ships that of late have left for the east coast points with lumber cargoes now find the U. S. Navy is busy in its annual movement of coal to the Pacific coast. Among these is the Alvarado, of the Swayne and Hoyt line which is expected to return here for Coos Bay's first cargo of lumber through the Panama canal.

Every year the navy ships coal west for the Pacific fleet. The shipment is being increased this year because the Atlantic fleet is expected through the canal in July.

The Alvarado will coal probably on Chesapeake Bay for San Diego at a \$7 a ton rate.

PASSENGER SCHEDULES

All Boats, Trains, and Stages, In and Out of City Listed by Secretary J. W. Motley

Hereafter the departure of all stages, of the passenger boats on the bay and the trains will be listed on cards for quick reference and posted in conspicuous places, according to the plan of Sec. J. W. Motley of the Chamber of Commerce.

Finding that travelers are repeatedly asking questions as to the leaving of stages and often missing them Mr. Motley has arranged the schedule card.

Blue prints of the schedule are to be made.

Steamer Carlos sails from Marshfield for San Francisco Saturday, May 15, at 11 a. m., carrying passengers. Fare \$10. Tom James, Agent.

Model Cash Grocery

SPECIALS FOR SATURDAY

- Lighthouse Cleanser, can 5c
- Sea Foam Washing Powder, 25c size, per pkg 20c
- Wool Soap, 10c size, per cake 5c
- Pure Glycerine, 10c size, per cake 5c
- Marine Violet, 10c size, per cake 5c
- Glycerine Tar, 6 for 25c

SEE OUR WINDOWS

86 Commercial Phone 433

BOAT MEN SUFFER

THREE COQUILLE RIVER NAVIGATORS LOSE LICENSES

U. S. Inspectors Score Capt. Anderson of Randolph, Holding Him Personally Responsible for Wreck

U. S. Inspectors Edwards and Fuller and Sec. Merrill returned last evening from the Coquille where they investigated the Randolph wreck and also charges against the masters of the Charm and the steamer Coquille. As a result of the hearing, the license of Capt. Chas. Anderson of the Randolph was revoked and he was roundly scored. The license of Geo. W. Leven, master of the Charm was suspended for six months and the license of David L. Perkins, master of the Coquille, was suspended for three months.

Sec. Merrill said today that he understood that the revocation of the license meant that the Charm and Coquille would be off the run for a time, as, following the revocation of ten licenses on the Coquille a few months ago, there were no more licensed men to take charge of the boats. Capt. Willard, the owner, was making strenuous efforts last night to find new masters.

Anderson Is Scored

The inspectors, Merrill said, roundly scored Capt. Chas. Anderson of the Randolph for the disaster which cost six lives and held him alone to blame for it. They held that he did not use good judgment. According to the evidence, Sec. Merrill said, Anderson tried to cross in at dead low water when there was only about six and one-half feet of water on the bandon bar although the Randolph was drawing six feet.

Sec. Merrill said that the evidence indicated that if the Randolph had waited two hours she could have safely crossed in. Anderson was mate of the Randolph officially but in reality was her master. He held an operator's license although he had used papers for an ocean going craft of 1500 tons and also a navigator's license for coast bars. The Randolph, being less than 65 feet long, the inspectors did not have the right to examine him for navigator's license for her.

Coquille Trouble

The original case at Coquille consisted of six different charges against Capt. Geo. W. Leneve of the Charm, alleging that he had permitted unlicensed persons to navigate the vessel while he was out of the cabin. One of the charges was dropped, another unsustained and four sustained.

While they were present, charges were preferred against David L. Perkins, master of the Coquille, for allowing unlicensed persons to navigate the craft. Two or three different occasions were named. His license had only three months to go or it would have been revoked for six months, the same as Capt. Leneve's.

More Trouble Here

Sec. Merrill said that the Coquille River was causing the inspectors more trouble than any other place along the coast. The river being narrow caused more clashes probably than otherwise would result. While it did not come out in the hearing, it was the impression that the last charges grew out of the old intense rivalry between the competing boat lines on the Coquille.

COST IS GREAT

England Spends Over Ten Million a Day on War

LONDON, May 13.—David Lloyd George, the chancellor of the exchequer, in an address before the House of Commons gave the British public a further insight into what the war is costing the nation.

The expenditure at present, Mr. Lloyd-George said, was \$10,500,000 daily, and he added that if the war continued for a year Great Britain's bill would be upward of \$5,000,000,000. The debt of the country, according to Lloyd-George, already had been almost doubled and stood well over the \$5,000,000,000 mark.

The chancellor declined to predict the length of the war. He introduced no measures calling for new taxes, although he hinted that such a step likely would have to be taken. There was little discussion of the budget itself, and the usual income tax resolutions were passed before the house adjourned.

Mr. Lloyd-George said he was able to report that the revenue of the country had exceeded the estimates and that the surplus and income tax payers were sending in their money with unusual celerity.

Along the Waterfront

Skeleton Torn From Coffin Hangs On Church Tower

(By Associated Press to Coos Bay Times)

GENERAL HEADQUARTERS, British Army, France, May 13.—One of the huge German 42-centimetre shells opened a grave in the little cemetery in the village of Richebourg St. Vaaste recently, and, exploding, lifted a coffin and the skeleton therein fifty feet in the air where bones and splintered wood rained and hung on the side of the church tower. Wind and rain have come, but part of the skeleton still depends from the tower, rattling and swaying in the breeze. A correspondent of the Associated Press, motor-ing along the British lines, saw the strange sight, perhaps the oddest freak of shell fire of the war. Parts of the skeleton, whose, nobody knows (for the villagers have fled) has dropped to the church yard below, but enough of the bones remain to identify it as those of a human being.

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BUILD MANY SHIPS

OLD RECORD OF COOS BAY IS BROUGHT TO NOTICE

Between 1859 and 1900 Vessels Numbering 48 Built in Local Shipyards—Many Still Afloat

An old record dug up from the scrap book files kept by Judge Hall has caused quite a little comment by old pioneers here for it gives a list of the ships that have been built on Coos Bay from 1859 to 1900, their rig, number of masts, by whom built and whether or not they are still in operation.

It is noticed that the first large craft built here the brig Arago with two masts, is still afloat. It was built by a shipbuilder named Donaldson. There were in all, 48 vessels built here and in North Bend. Of this number about 30 are still sailing the seas.

A list of the craft built runs about one every year, or at least with an average close to this.

The following is the list up to 1900:

- 1859—Brig Arago, 2 masts, Master builder, Donaldson.
- 1860—Brig Blanco, 2 masts, (lost), Master builder, E. G. Simpson.
- 1860—Schooner Florence E. Walton, 2 masts; Master builder, Donaldson.
- 1861—Schooner Mendicino, 2 masts, (lost), Master builder, Robinson.
- 1862—Brig Advance, 2 masts; (lost); Robinson.
- 1863—Schooner Enterprise, 2 masts, Howlett.
- 1863—Schooner Hanna Louise, 2 masts, (lost), Howlett.
- 1864—Schooner Isabella, 2 masts, (lost), Howlett.
- 1865—Schooner Juventa, 2 masts, (lost), Howlett.
- 1865—Barkentine Occident, 3 masts, (lost), John Murphy.
- 1867—Barkentine Melancthon, 3 masts, J. Murray.
- 1868—Schooner Bunkalaton, 3 masts, (lost), John Kruse.
- 1869—Barkentine Webfoot, 3 masts, John Kruse.
- 1872—Schooner Gotama, 2 masts, John Kruse.
- 1872—Schooner Oregonian, 3 masts, (lost), John Kruse.
- 1873—Barkentine Portland, 3 masts, John Kruse.
- 1874—Western Shore, 3 masts, (lost), John Kruse.
- 1875—Barkentine Tam O'Shanter, 3 masts, John Kruse.
- 1877—Barkentine North Bend, 3 masts, John Kruse.
- 1878—Schooner Trustee, 3 masts, (lost), John Kruse.
- 1879—Schooner Kleikat, 3 masts, (lost), John Kruse.
- 1880—Schooner Tropic Bird, 3 masts, Kruse.
- 1881—Schooner Jas. A. Garfield, 3 masts, Kruse.
- 1882—Schooner Daro, 3 masts, (lost), Kruse.
- 1883—Steam Tug Hunter, Kruse.
- 1883—Schooner Bada, 2 masts, (lost), Kruse.
- 1884—Steam Tug Astoria, Kruse.
- 1884—Steamer Novelty, Kruse.
- 1886—Schooner Novelty, 4 masts, Kruse.
- 1887—Str. Cruiser, Kruse.
- 1886—Steam Tug Traveler, Kruse.
- 1887—Steam Tug Ranger, Kruse.
- 1887—Steam Tug Signal, 3 masts, Kruse.
- 1888—Schooner Louis, 5 masts, Kruse.
- 1890—Schooner Gardiner City, 4 masts, Kruse.
- 1890—Schooner Volante, 2 masts, Eli Hansen.
- 1890—Barkentine Willie R. Hume, 4 masts, Kruse.
- 1891—Barkentine Arago, 4 masts, Kruse.
- 1892—Schooner Nonona, 2 masts, Kruse.
- 1892—Steam Tug Columbia, Kruse.
- 1894—Barkentine Onega, 4 masts, Kruse.
- 1895—Barkentine Addenda, 4 masts, E. Heuckendorff.
- 1896—Barkentine Echo, 4 masts, E. Heuckendorff.
- 1897—Barkentine Encore, 4 masts, E. Heuckendorff.
- 1897—Schooner Repeat, 4 masts, E. Heuckendorff.
- 1898—Str. Brunswick, 2 masts, Austin Sperry.
- 1899—Schooner Manila, 4 masts, Heuckendorff.
- 1899—Schooner Aguinaldo, 4 masts, Heuckendorff.

SWEDES LAUNCH NATIONAL SHIP

Cost of War Vessel More Than Paid For by Public Subscription—To Build Another War Vessel

LONDON, May 13.—A Reuter dispatch from Stockholm says that the Swedish battleship Sverige, payment for which was raised by national subscription has been launched at Gothenburg in the presence of King Gustave, the members of the royal family, and the ministry.

The Sverige has a displacement of 7000 tons and will carry a crew of 408 men. It will carry four 11-inch and eight 6-inch guns, six 12-pounders and two torpedo tubes. The Sverige was sanctioned by the Swedish parliament in 1911, but later, when the Liberals came into power, this sanction was canceled. The people of the nation thereupon began a subscription for the building of the ship and raised about \$4,500,000. As the estimated cost of the Sverige was only \$3,500,000 it was decided to use the surplus in the building of a second ship.

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BIGGER AND BETTER

HAVE YOU SEEN THE GOLDEN RULE SINCE IT WAS REMODELED AND RE-ARRANGED? BETTER COME IN AND LOOK AROUND. SPECIAL PRICES SIX DAYS MORE

- Men's 50c Leather Gloves 38c
- Men's 50c Work Shirts 33c
- Men's \$20 Suits, to close out, \$14.50
- Men's \$18 Suits, to close out, \$12.50
- Men's \$15 Suits, to close out, \$10.50
- Men's \$12.50 Suits, to close out, \$8.95
- 12 1/2c Cheviot Shirtings and Gingham 8 1-3c
- \$1.00 to \$1.50 House Dresses 85c
- One lot Children's Hose, 10 to 20c values. Now 5c
- Buckskin Hose, extra heavy, always sold for 25c, sizes to 7 1/2, now 15c
- 50c Wash Petticoats 35c

WE HAVE BY FAR THE LARGEST STOCK OF DRY GOODS IN COOS COUNTY—NO CONCERN CAN BUY CHEAPER—NO CONCERN CAN SELL CHEAPER—WE ARE READY TO MEET ALL COMPETITION—LET THOSE WHO DOUBT THIS "START SOMETHING."

No Concern can buy cheaper than the GOLDEN RULE. Few buy so cheap. We know what we are talking about.

THE GOLDEN RULE

ALWAYS BUSY FIRST NATIONAL BANK BUILDING

LIQUOR LAW NOT STRICT

Prohibition Rules in Russia Are Becoming Rather Slack—Mild Drink Common

(By Associated Press to Coos Bay Times.)

PETROGRAD, May 13.—Strict prohibition of wines which followed the abolition of vodka in Petrograd, has begun to be relaxed to some extent. For a time it was impossible for diners in hotels and restaurants to secure wines at any price. Today, on the contrary, it is quite easy to have such beverages served more or less openly, in pitchers, tamely disguised as "kvass," a common Russian temperance drink. Homeholders easily procure supplies for home consumption by applying to the police captain of the district wherein they live.

Times want ads bring results.

1915 MIDSUMMER RACE MEET AT MYRTLE POINT

Official Program

FRIDAY, JULY 2ND, 1915

- No. 1—Trot or pace, one-half mile, two heats, each heat a race, 2:35 class, purse, \$100
- No. 2—Running, one half mile, purse, \$80.00
- No. 3—Trot or pace, one-half mile, best two in three heats, free for all, purse, \$125
- No. 4—Novelty race, one mile, \$20 for first to quarter post, \$40 for first to half-mile post, \$55 for first to three-quarter post, \$75 for first to mile stake, \$200
- No. 5—Motor Cycle, 5 miles, \$25 to 1st, \$15 to 2nd, \$10

SATURDAY, JULY 3, 1915

- No. 6—Trot or pace, one-half mile, two heats, each heat a race, 2:35 class, purse, \$100
- No. 7—Running, five-eighths mile, purse, \$100
- No. 8—Trot or pace, one mile, three heats, every heat a race, purse, \$150
- No. 9—Running, one and one-eighth miles, for Coos and Curry County horses only, purse, \$200
- No. 10—Consolation race, for all horses not finishing as good as second, purse, \$75
- No. 11—Motorcycle race, \$25 to 1st, \$15 to 2nd, purse, \$40

ELECTRICITY IS TO RUN NEW BATTLESHIP

California Will Be First Big Battleship of Any Nation to Have That Motive Power

WASHINGTON, D. C., May 12.—Electric propelling machinery for the new battleship California (the first battleship of any nation to be equipped with the electric drive, will be built by the General Electric company of New York for \$421,000.

Award of the contract is announced by Secretary Daniels. The California is under construction at the New York navy yard, which submitted an estimate of \$621,000 for steam equipment. Daniels' decision to install electric machinery has created keen interest in naval circles, and some officers think the success of the experiment would mark as great an advance in marine propulsion as did the advent of the steam turbine.

"Not only is the electric drive cheaper to construct than a turbine installation," said the secretary, "but it offers more economy in operation, a reduction in weight and utilization of full power in backing."

BATTLE FOR WHEAT

How American Farmers Are Involved in Russia's Struggle to the Mediterranean

In the current issue of "Farm and Fireside," the national farm paper published at Springfield, Ohio, Herbert Quick, editor of that publication writes as follows, explaining why American farmers have a direct financial interest in Russia's struggle to get to the Mediterranean: "As this is written, the greatest battle which ever took place between warships and fortifications is being fought in the narrow waterway from the Black Sea to the waters of the Mediterranean. "It is a battle for wheat. Its outcome will affect the price of every bushel of wheat and other grains now held in the United States, and every bushel harvested next season.

"A glance at the map of Europe shows that this must be so. Russia is a great wheat-growing country. There is now on hand there a huge supply of wheat which cannot get to market—from 125,000,000 to 175,000,000 bushels.

"It cannot get to market because Germany controls the waters and railways leading westward from Russia. Russia will not sell to Germany or Austria because she is at war with them.

"The Black Sea is Russia's outlet, and Turkey controls the Bosphorus, the little Sea of Marmora, and the Dardanelles, that ancient waterway between the East and the West for which battles have been fought for thousands of years.

"Wheat has gone off several cents a bushel because the Allies have smashed the forts at the entrance of the Dardanelles. The American

See Our Prize Beef

Everyone on Coos Bay should make a point to see the 3000 pound dressed steer which is on exhibition in our market.

It looks fine, the same as all our meat does and also tastes, and we call attention to it only on account of its size.

When you want a good cut of meat, phone us and we will send the best the market affords.

THE UNION MARKET

J. E. Ford & Co. 174 South Broadway. Phone 58-J.

Puget Sound Bridge & Dredging Co.

Dams, Bridges, Buildings. General Construction. COMPLETE PLANTS FOR HARBOR WORK. Our Coos Bay office has available for Oregon Coast work the

Dredge "Seattle"

the most powerful, best equipped and most thoroughly modern twenty-inch hydraulic dredge in Pacific waters

Coos Bay office, Marshfield, Oregon. Main office, Seattle, Washington.

INDEPENDENT AUTO SERVICE

Leaves Marshfield at Busy Corner 10:00 a.m. 2:00 p.m. 5:00 p.m. Leaves North Bend 15 minutes later

farmer's pocketbook is steadily affected because England has built a great ship, the Queen Elizabeth, which crushes forth as did the German siege guns in Belgium. And yet there are those who say the United States can keep out of such entanglements in world politics.

"The map of the world is changing. History is turning as on a pivot in this war. And we as farmers will find the price of food and the rewards of our labor changing with the map and the course of history."

"Danish Farmers are killing the breeding sows and shearing the Cotswold, corn selling for \$2.15 a hundredweight."

1c It costs one cent a word to tell your story each day in The Times want columns

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Mr. I. Hansen, Manager and President
250 EXANBY ST.
Dist. Sutter and Bell

HOTEL STANLEY

SAN FRANCISCO

A modern, fire-proof, up-to-date hotel, located in the center of exporting and on a direct line to the Exposition Ground.

RATES

Detached Bath Private Bath
\$1.00, \$1.50 single \$1.50, \$2.00 single
\$1.50, \$2.00 double \$2.00, \$2.50 double

150 Rooms of Solid Comfort—Ever Comfortable

From Third and Townsend St., San Francisco
No. 15 or 16, From Ferry take street car to
off at Kansas St., walk a block to Hotel
Take a "Universal" Bus direct to Hotel