

COOS BAY TIMES

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TIMES IDEA APPROVED

THE Chamber of Commerce has very wisely taken up the promotion of a matter which was suggested recently by this paper. At the meeting of the organization last night it was determined that the use of wood blocks in paving would be a great help to this part of the state as it would create a new market for a home product. The Times several weeks ago presented this subject, showing the advantages of using a home product and the Chamber of Commerce was quick to take up the suggestion of this paper. Many miles of streets in Coos Bay cities are to be paved in the future. Why we should send our money back East for material for street paving when we have just as good a material right here at home is a question which has no reasonable answer. Asphalt and like material for street paving is costly and most of the money paid out for such paving goes out of the community. Instead, if wood blocks were used all of the money would be kept right here at home and we would have just as good streets. Besides, the advertising feature would be of great value. We could set ourselves up as a community which grows at its very door the raw product which within our city is manufactured into material used to construct our streets. The advertising value of such a fact is worth almost as much as the cost of the paving.

EVERYBODY BOOST

MARSHFIELD is to have a Fourth of July celebration and it is up to everyone to make it a big success. Someone said that it would be difficult to raise funds for the celebration, but there was not a bit of trouble in getting all that was needed to provide entertainment for the visitors. It is expected that there will be a large crowd of people in the city and an effort will be made to show them a good time and make their visit a pleasant one. The only way to do this is for everyone to see that they do their share. Competent committees have charge of the arrangements, insuring success. Harry Kimball, who was general manager of the celebration last year has been made treasurer of the organization for this year and will be a great aid in the work. But do not leave it to the committee. Everybody get busy, invite at least one of your out-of-town friends to come to the city and then all help to boost and entertain.

EVERYBODY HELP

D. R. E. STRAW, who returned yesterday from San Francisco, did some splendid promotion work for Coos County at the big Panama-Pacific Exposition. In addition to securing the place of honor for the Coos County lodges at the head of the big parade on National Moose day when between 25,000 to 30,000 men from all parts of the United States will be in line he also arranged for a series of concerts to be given by the Coos Bay Band on the veranda of the Oregon building for five days. This will be one of the biggest and best advertising propositions Coos County has ever had. The band goes and will be known as the Coos Bay Concert Band and represents all Coos County. While it makes the trip under the auspices of the Moose Lodge it does not change its name or alter its place as an institution representing Coos County. In donating their services the members of the band are making a big sacrifice and the people of Coos County should be willing to do their share as evidence of appreciation of such splendid service and public spirit.

The Coos Bay Concert Band is an organization that is a credit to any community and will hold its own even among the musical organizations at the big exposition. It will put Coos County on the map at the fair. It is now up to the cities of Coos County to do their share.

Solitaire is the safest card game when you are playing for money.

One reason why mother never has the correct time in the house

THE KETTLE BOILS.

THE HARDER the kettle boils the more quickly the potatoes will be done. This is almost the only cheerful thought suggested by the news from the European war zone. A deadlock is hopeless. A continent full of people cannot always make war its supreme occupation. Some time the war must end. Some time the constructive forces of the world, now marking time, will have their opportunity. If swift and turbulent changes mean that destiny is speeding its work the neutral world may well rejoice.

FIGURES APPALLING

THE number of people who are involved in war is something almost beyond comprehension. More than half the people of the entire world are at war. The total population of Germany, Austria-Hungary and Turkey on one side aggregates 159,000,000. On the other side, that of the Allies, there are 817,216,000 people in the British empire, France and colonies, the Russian empire, Italy and colonies, Belgium and the Congo, Japan, Serbia and Montenegro, Bulgaria with six million people and Rumania with four million, will also probably come into the war, adding ten million more to the side of the Allies. This will make 926,206,000 people in the world who are at war. These figures are frightful to think of and more awful than anything else is the fact that it allows of a terrible number of men being sacrificed on the altar of present day war ambitions.

WITH THE TOAST AND THE TEA

GOOD EVENING And he gave it for his opinion that whoever could make two ears of corn or two blades of grass, to grow upon a spot of ground where only one grew before, would deserve better of mankind and do more essential service to his country than the whole race of politicians put together.—Dean Swift.

THE ROSES OF LOVE

A rose is a rose forever, And not a thing of a day, For its fragrance is unforgotten And its sweetness lives away; The roses of love still singing, The roses of love still swinging, Oh, love them we must, Though they live in the dust, There are blossoms from memory springing!

A heart is a heart forever; It beats when the blood is still, And it beats in the dusk and the shadow Of its dream 'neath the turf of the hill; To the loved foothills above it, And the touch of her skirts of dew, It cries through the roses: "I love it, The dream that I dream of you!"

Any Coos Bay woman can make her face up eight times while she is trying to make her mind up once. Any Coos Bay girl would rather have a nuddy complexion than improve it by steaming it over the wash tub. Every Coos Bay woman knows that if her husband's faults came out in pimples his face would look as if he had the measles.

Never take any chances with the man who is so afraid that you won't know that he is honest that he has to remind you of the fact.

THE QUIET OBSERVER SAYS:

"Sunday is the occasion father selects to stay home all day and out up everything in the house so he will be able to wonder what makes him feel so rotten on Monday."

Autos are now running through. On trips leaving Marshfield before 7:00 a. m. you should make Portland same day.

is because father never thinks of winding the clock until he has put out the lights and crawled into bed.

MARVELOUS!

The workman knows no sleight of hand, Of magic powers he does not talk, Yet he can make some motions and Behold, he makes the concrete walk.

Lots of Coos Bay men who have the courage of their convictions haven't enough courage to tell the truth to their wives.

A girl would rather have beauty than brains, because only a few of the men are blind and the rest of them are fools.

The handkerchiefs you see sticking out of the upper pockets in men's coats and the lace handkerchiefs the girls carry are never used for what handkerchiefs are supposed to be for.

THE WISE GUY SAYS

"The trouble with buying an engagement ring on the installment plan is that you can't get a mortgage on the girl."

When the children are in the fifth grade they ask so many questions that father buys an encyclopedia and tries to answer them. And a few years later when the children are in the high school they come home and prove to father that he and the encyclopedia are both wrong.

The man who lies about his worldly possession in order to dodge paying 17 cents taxes every year is always up in the front row and cheering loudest when the old flag is waved and patriotism is on tap.

STAR DESERTS BROADWAY FOR THANHOUSER STUDIO

Louise Rutter, Who Starred with Famous Players, Enters Sereca Work. Louise Rutter, known to thousands of play-goers, and one of the most talked of and written of members of the speaking stage, has recently become a member of the Thanhouser (Mutual) studios, at New Rochelle, New York, and will be seen shortly in the lead in a photoplay now being prepared for her.



LOUISE RUTTER, BROADWAY STAR, NOW A MEMBER OF THE THANHOUSER (MUTUAL) FORCES

Miss Rutter is known throughout theatrical circles as the possessor of the most remarkable speaking voice on the stage. During her career on the legitimate, she played the leading feminine roles alongside such famous players as William Gillette, Arnold Daly, Richard Bennett, Douglas Fairbanks, and Edwin Stevens. She has also played with Ethel Barrymore and Dorothy Donnelly. In Miss Rutter the Thanhouser studio has secured a young performer who, while new to screen work, will, nevertheless, undoubtedly prove as big a success as she did on the legitimate stage.

JUNE 1915 TO PORTLAND VIA FLORENCE Auto Stage Schedule

Table with columns for departure times from Marshfield and Florence, and arrival times in Portland. Includes dates from Tuesday 1 to Wednesday 30.

NEW TARIFF RATES MOTOR CAR SOON

CHARGE FOR FREIGHT BY TON AND DISTANCE OF HAUL

Special Commodity Rates are Announced on Railroad Here for Coal, Lumber and Gravel

Freight rates based on the distance of the haul per ton rather than with one rate from and to any point on the line have gone into effect on the Coos Bay, Roseburg and Eastern. Beginning next Monday, under a special supplement tariff, the cost of bringing a ton of coal from Coquille to Marshfield will be based on the number of miles between the two places. The same is true for North Bend. So it will be on all freight, for the railroad is hereafter to operate with the freight rates based on the miles of haul.

In previous years it has cost so much to haul a load of coal or gravel one mile on the Coos Bay, Roseburg and Eastern, as it did to haul it 10 miles. The result was a hardship on the man with the short haul. Practically all other western roads, state Superintendent W. F. Miller, have long ago been working on the mileage rate just instituted here.

"The result is going to be more fair to the shippers and to ourselves," said Mr. Miller. He pointed to the flat cars standing idle in the yards. "They're all broken down and not worth the repairing for the very reason that under the old tariff we charged so much for a car. The result was that our cars were so heavily loaded that often they came in here with almost twice as much as they should have carried. Sometimes we had to stop and reload lumber cars. They carried sideboards. Our cars were broken all to pieces. Now we shall be able to regulate this loading where before when a man paid for bringing a carload from any point he could pile as much freight onto it as he wanted."

Rates Come Down

Before the publishing of the 1908 freight schedule it cost \$15 to ship a carload of rock and gravel. It was reduced to \$12.50 a car. Lumber came down from \$15 to \$10 a car.

Special Commodity Rates

In this locality coal, lumber and gravel are moved the most. For this reason these products have been granted special commodity rates. This is a great reduction over the charge called for in the "Western Classification" in use on most western roads.

The rate per ton from Henryville to Marshfield will now be 50 cents; to North Bend, 65 cents; a reduction of five cents per ton over the old rate. The haul from Beaver Hill, the mine belonging to the Southern Pacific company, has been raised 5 cents a ton, making it now 55 cents a ton to Marshfield. "The haul is longer and it is on a branch line," said Mr. Miller. "The rates show no discrimination for the company."

"In some cases," he continued, "it can be shown that the rates have been raised where we are charging so much per hundred pounds. But it must be taken into consideration

Five residence lots for sale. Good investment. Easy terms. See owner, L. L. Thomas.

SHIPPING NEWS

NANN SMITH SAILS ADELINE SOON OFF

EVERY BERTH IS FILLED WHEN STEAMSHIP LEAVES

Carries More Than 60 Passengers and Full Cargo of Lumber This Afternoon

With every berth aboard her full and carrying a big deck load of lumber the steamship Nann Smith left this afternoon for San Francisco. It is expected that on her next trip the Nann Smith will go to San Pedro.

Those who left today were: Miss Anna Volz, Winnifred Watson, H. F. Gordon, F. A. Flanders, A. L. Silverman, Harold Haines, Mrs. A. T. Haines, Miss Hazel Briggs, Miss Emily Ashworth, Miss J. McKenna, Charles Graham, James Graham, Mrs. J. Graham, G. Lavola, Juna Comta, B. Savola, H. Savola, S. Menchan, C. Menchan, Andy Landers, L. Lansher, Antoni Borrell, John Demury, Tom Domingo, John Lepano, Andrew Fomander, C. G. Hackett, Graham Hackett, Mrs. C. G. Hackett, Miss Ruth Brownlee, Miss E. M. Moore, N. O. Welander, F. D. Kruse, George A. Cronan, Louis Papillo, Miss E. Silverman, A. J. Robertson, Mrs. A. J. Robertson, Margaret Robertson, Capt. Edgar Simpson, H. Nasburg, J. E. Drillette, Master Borreo, Rayman Borreo, Mrs. W. Borreo, R. E. Waite, Mrs. R. E. Waite, Miss G. Graham, Miss R. Heckma, Augusta Denoe, Urbana Rive, Ande Ganilla Antone Meters, George Martina, Gunner Gleman, Tom Malchinda, Iso Dragosdae, Pedro Banillo, Anton Dominga, Anton Sanlay, Juan Boirilo.

Long jagged hole thrust through No. 3 Compartment Off Rogue River Cause of Trouble. A few feet farther aft and the hole in the bottom of the Adeline would probably have been disastrous according to Captain Magee who arrived here with his vessel, the Nann Smith. The Adeline, he said, will probably be off the dry dock early next week, a force of men being at work both night and day repairing.

The Adeline had just turned north after passing through the rest of the Rogue River and it was the striking of an uncharted pinnacle northwest of North Rock off the Rogue River that caused the jagged hole in the ship's bottom.

Compartment No. 3 on the port side of the Adeline was torn through. The rip extended partially into the compartment immediately aft of No. 3 and which is not altogether watertight. Had the hole been larger in this part of the hold in all probability it would have been necessary to beach her.

HURRY RAILS HERE

BREAKWATER HAS BROUGHT ENOUGH FOR TWO MILES. Figures Show It Takes 127 Tons Per Mile of Track, 3000 Tons in Line To Eugene

Two miles of rails for the Willamette Pacific between Coos Bay and the Umpqua River have arrived here via the Breakwater. More than half this amount came in yesterday when the vessel brought 120 tons of rails and 49 tons of spikes, bolts, the plates and angle bars.

It takes approximately 127 tons of steel to lay one mile of track, according to the railroad men. In other words about 3,000 tons of rails must be brought here from Portland via the Breakwater.

On the next trip of the Breakwater there will be 240 tons of steel being shipped north from Eugene where enough steel for the entire line between Coos Bay and that city has been stored.

The laying of the track is in the charge of Engineer V. G. Hindman. Every effort is being made to hurry the laying. It is but a short time before the trestle building on the takes is to be commenced. The portable pile drivers are now under construction.

A small section of track is already laid north of the big bridge at North Bend. Work was stopped only by the falling out of the steel angles. The hurrying here of the rails via the Breakwater is taken to preclude any further delay in the line extension.

Times want ads bring results.

Advertisement for Reynolds Development Co. featuring 'The Secret of Success' and 'FIRST ADDITION TO MARSHFIELD'. Includes details about property lots, contact information, and a list of dates for the first addition.