

JUNE 1915

TO PORTLAND VIA FLORENCE Auto Stage Schedule

Table with 2 columns: Day and Time. Rows include Thursday 17, Friday 18, Saturday 19, Sunday 20, Monday 21, Tuesday 22, Wednesday 23, Thursday 24, Friday 25, Saturday 26, Sunday 27, Monday 28, Tuesday 29, Wednesday 30.

Leave Marshfield and Florence

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

T. J. SCAIFE & A. H. BODGINS

Marshfield PAINT AND DECORATING CO. Estimates Furnished. Phone 140-R. Marshfield, Oregon

WOOD! WOOD! Kindling wood, per load \$1.75 to \$2. Alder wood, 16 to 24 inches. Free Delivery. W. H. LINGO. Phone 227-J. North First St.

YOU AUTO CALL FOR FOOTE'S AUTOS. Phone 200-L. Night and Day. Right Cafe. GOOD CARS. CAREFUL DRIVERS. D. L. FOOTE.

WESTERN LOAN AND BUILDING CO. Assets \$2,340,000.00. Pays 8 per cent on savings. I. S. KAUFMAN & CO. Local Treasurer

MERCHANTS CAFE. Popular Place for Good Meals. Prices Reasonable. Cor. Commercial and 15th St.

SOUTH COOS RIVER BOAT SERVICE. LAUNCH EXPRESS. leaves Marshfield every day 8 a. m. Leaves head of river at 3:15 p. m. STEAMER RAINBOW. leaves head of river daily at 7 a. m. Leaves Marshfield at 2 p. m. For charter apply on board. ROGERS & SMITH. Proprietors

20 COMMUTATION TICKETS, \$2.00. Marshfield-North Bend Auto Line. Cars every ten minutes from 6 a. m. to 12 p. m.; to South Slough once a day, leaving at 11 a. m.; to Empire three trips a day. GORST & KING, Props.

City Auto & Taxi Co. Day and Night Service. For taxi, phone 20, Chandler Hotel. For touring cars, phone 20, Chandler Hotel. LYNN LAMBETH, Prop. New Cars. New Cars

THE REAL QUESTION. The question is not, will men honor you for your work? But does your work honor you? Your concern is not only to create profit for yourself, but to make that which will profit many besides yourself. COOS BAY STEAM LAUNDRY. Phone 57-J.

Chimneys Fireplaces J. N. BAYLISS. Any kind of brick work at prices that are right. And all work guaranteed. Call at "The Fireside," Johnson Bldg., 137 Second St. French ranges, boiler work. Phone 434-J

DUNGAN UNDERTAKING PARLORS. will be kept OPEN TO THE PUBLIC. A regular state licensed undertaker will be in charge. Phone 195-J

HOME MADE SAUSAGE, HAMBURGER and WEINERWURSTS. Made in our own shop by experts and only the best meat used. We will have some choice chickens for Friday's and Saturday's trade. We also have some choice beef, pork and veal. Remember that we give special attention to phone orders and deliver promptly. THE UNION MARKET. J. E. Ford & Co. Phone 58-J. 174 South Broadway.

FLANAGAN & BENNETT BANK. OLDEST BANK IN COOS COUNTY. Established 1889. Capital, Surplus and Undivided Profits \$118,000. Interest paid on Time AND SAVINGS DEPOSITS. Officers: J. W. Bennett, President; J. H. Flanagan, Vice-President; R. F. Williams, Cashier; Geo. F. Winchester, Asst. Cashier.

Dozens of Savings Accounts Have Been Opened Here This Year. Not all large accounts—but the smaller depositor knows he is just as welcome here. For months we have been urging the opening of a savings account here—because we want to encourage thrift and industry. We pay interest on savings accounts. You may open an account at any time in any amount. FIRST NATIONAL BANK OF COOS BAY. Safety Deposit Boxes For Rent.

Safe Thing To Tie To! OPINIONS as to when the first newspaper advertisement was printed. Some say an old sheet supposed to have been published in 1591 and now on file in the British Museum deserves the honor. AT ANY RATE newspaper advertising has a wonderful history. It is today one of America's most important lines of business. NO ONE KNOWS exactly how much is spent yearly in newspaper advertising in the 21,000 papers in America. Perhaps \$500,000,000. Some corporations spend \$1,000,000 each. NEWS-PAPER advertising is worth while. Every up-to-date merchant advertises. COOS BAY TIMES Phone 133

WILL ROLL LOGS SAVED THE FLEET. LOGGERS EVIDENCE INTEREST IN CONTEST FOR FOURTH. Brilliant Exploit of a Brainy Wisconsin Lumberman. A BIT OF WAR TIME STRATEGY. The Red River Was Dammed, and Admiral Porter's Gunboats Shot the Rapids, Though the Scheme Had Been Ridiculed by Army Engineers. In the spring of 1864 a Wisconsin lumberman by a brilliant exploit saved the Red river fleet of the Mississippi squadron from destruction. To thwart the intrigues of Napoleon III., who had sent a French army into Mexico, the federal government desired to gain a strong military foothold in Texas. To this end it was planned to send an army and fleet into interior Texas by way of the Red river, which was navigable only in the spring. The army under General Banks, supported by Admiral Porter's fleet of gunboats, began the ascent of the river. But matters went badly almost from the beginning. The leaders quarreled among themselves, the preparations made were inadequate, and, worst of all, the Red river suddenly began to fall, when by all precedents it should have risen. Admiral Porter, fearful that his fleet would be caught in the shallows, hurriedly descended the stream, and the army, already savagely handled by the opposing Confederate force, followed after. At Alexandria, in central Louisiana, the retreating federals found themselves face to face with a crisis. At this point the Red river is broken by a mile of rapids; the stream had fallen so quickly that the gunboats could no longer navigate the channel. The water was but three feet four inches, whereas Porter's larger gunboats drew at least seven feet. Here was indeed a desperate situation—the army far from its source of supplies, the victorious enemy pressing in hot pursuit, and the \$2,000,000 fleet marooned by falling water. It seemed to almost every one that the only course open was to blow up the vessels. But Lieutenant Colonel Joseph Bailey of the Fourth Wisconsin, who was serving at the time as acting engineer of the Nineteenth army corps, came forward with a plan for bringing the frontiers to safety. It was to raise the level of the water above the rapids by constructing a great dam across the river. When a sufficient depth of water had accumulated he proposed to break the dam in the center, thus forcing the vessels with the outrushing flood through the shallows and into the deep water below. Before the war Colonel Bailey had been a lumberman and had often seen this scheme employed in the Wisconsin pineries to "lift" stranded rafts of logs to safety. The project was at first received with ridicule by Colonel Bailey's superiors. It was declared impossible of achievement by the best engineers in the army. But there was nothing else to be done, and at length the Wisconsin lumberman was dubiously granted permission to put his project to the proof. His first step was to requisition detachments of "pinery boys" from the Twenty-third and Twenty-ninth Wisconsin regiments, who understood what was to be done and how to go about it. In all 3,000 men were employed in the enterprise. Hundreds of men were set to felling trees, other hundreds toiled in the quarries that were opened for the occasion, and two or three hundred wagons were engaged in the essential work of transporting the materials for the dam. Up to their necks in the swift current, which swept over the rapids at the rate of nine miles an hour, under the blistering southern sun, the men toiled. At the end of eight days the river was sufficiently high to permit three of the lighter gunboats to pass the upper falls, where they had been held, and come down to a position immediately above the dam, ready to pass the lower rapids. One more day and the dam would be high enough to permit all to come down in readiness for the final attempt. On the morning of the ninth day, however, the steadily increasing pressure of the water caused two of the stone barges in the middle of the dam to swing aside, and through the opening thus created the accumulated torrent swirled. The three lighter vessels that were in position to make the passage, together with a fourth that had meanwhile come up, promptly took advantage of the break and, passing the remaining rapids on the flood tide, safely reached the deeper waters below. Somewhat encouraged by the escape of at least four of the vessels, the men bravely set about repairing the damage that had been done. Within three days the break had been closed and in addition two wing dams constructed on the upper falls. The remaining gunboats, somewhat lifted by the backwater of the wing dams, were now hauled over the upper falls, and on May 12, amid the tumultuous cheers of 30,000 soldiers lined up along the shore, made the perilous passage over the lower falls to the deep water below. On June 11, 1864, congress adopted a resolution of thanks to Lieutenant Colonel Bailey. A few months later the officers of Admiral Porter's fleet presented him with a beautiful sword and loving cup, and before the year was over he had been promoted by order of the war department to the rank of brevet brigadier general—Frederick Merk.

OUR EARLY FLAGS. Colonial Emblems That Led Up to the Stars and Stripes. THE STORY OF OLD GLORY. Twice Has the Design Been Changed Since the Official Adoption of Our First Flag in 1777—The Stars the Distinctive Feature of Our Banner. The American flag is a growth rather than a creation. Its history can be traced back to the twelfth century, or nearly 600 years prior to the first "flag day," June 14, 1777. During the first crusade in 1105 Pope Urban II. assigned to all of the Christian nations as standards crosses varying in color and design, emblematic of the warfare in which they were engaged. To the Scotch troops was assigned the white saltire, known as the white cross of St. Andrew, on a blue field. The British used a yellow cross, but a century and a quarter later they adopted a red cross on a white field, known as the red cross of St. George. When James VI. of Scotland ascended the throne of England as James I. he combined the two flags and issued a proclamation requiring all ships to carry the new flag at their mainmasts. At the same time the vessels of south Britain were to carry at their foremasts the red cross of St. George and the ships of north Britain to carry the white cross of St. Andrew. The new flag was known as "king colors," the "union colors," of the "great union" and later as the "union jack" and was the one under which the British made all their permanent settlements in America. The people in the New England colonies were bitterly opposed to the cross in the flag. In 1635 some of the troops in Massachusetts declined to march under this flag, and the military commissioners were forced to design other flags for their troops with the cross left out. The design they adopted has not been preserved. In 1652 a mint was established in Boston. Money coined in this mint had the pine tree stamped on one side of it. The pine tree design was also used on New England flags, certainly by 1704 and possibly as early as 1635. At the outbreak of the Revolution the American colonies had no flag common to all of them. In many cases the merchant marine flag of England was used with the pine tree substituted for the union jack. Massachusetts adopted the green pine tree on a white field with the motto, "An Appeal to Heaven." Some of the southern states had the rattlesnake flag with the motto "Don't Tread on Me" on a white or yellow field. This flag had been used by South Carolina as early as 1764. In September, 1775, there was displayed in the south what is by many believed to be the first distinctively American flag. It was blue with a white crescent and matched the dress of the troops, who wore caps inscribed "Liberty or Death." The colonists desired to adopt a common flag, but they had not yet declared independence and were not at first seeking independence. They took the British flag as they knew it and made a new colonial flag by dividing the red field with white stripes into thirteen alternate red and white stripes. This is known as the Cambridge flag, because it was first unfurled over Washington's headquarters at Cambridge, Mass., on Jan. 1, 1776. It complied with the law of 1707 by having the union jack on it; it also represented the thirteen colonies by the thirteen stripes. As the colonists gradually became converted to the idea that independence from the mother country was necessary they began to modify the flag, first by leaving off the union jack and using only the thirteen horizontal stripes. The modified flags were not always red and white, but regularly consisted of combinations of two colors selected from red, white, blue and yellow. The final modification was the replacement of the union jack by the white stars on a blue field. The stars are the only distinctive feature of the American flag. The charming story which credits Betsy Ross with making the first flag of stars and stripes is still accepted by historians. When Washington suggested the six pointed star she demonstrated the ease with which a five pointed star could be made by folding a piece of paper and producing one with a single clip of the scissors. The official adoption of our first flag was in 1777. On June 14 of that year the Continental congress passed an act providing that "the flag of the thirteen United States be thirteen stripes, alternate red and white; that the Union be thirteen stars, white on a blue field, representing a new constellation." The thirteen stars were arranged in a circle to symbolize the perpetuity of the union of the states. Vermont was admitted to the Union in 1791, and Kentucky in 1792. It was felt that these two new states ought to be recognized on the flag, so in 1794 congress passed an act making the flag fifteen stars and fifteen stripes. This remained the flag of the United States throughout the war of 1812, until there were twenty stars in the Union. In 1816 an effort was again made to modify the flag so that all the new states would be represented on it. To be continually adding stripes would make the flag very awkward in shape and appearance, so after arguing the matter for two years congress decided to return to the original thirteen stripes and one star for each state.

DRY QUESTION IS UP. MANY STATES ACT ON PROHIBITION MEASURES. Oregon Is One In Which New Law Takes Effect First of Year. (By Associated Press to Coos Bay Times.) NEW YORK, June 23.—A canvass by The Associated Press of legislative activity this year in the state law making bodies of the country, most of which have adjourned for the summer, shows that among the subject which received notable attention was that of the prohibition or the regulation of the liquor traffic. The legislatures of two states enacted statutory prohibition to become effective this year, and eight voted to submit the question of state-wide prohibition to a referendum of the people. Of the latter, two established statutory prohibition to become effective in the meantime. Four states where prohibition is already effective passed additional restrictive laws and two of the five states, where, under constitutional amendment, prohibition is to go into effect next year, enacted necessary statutes for its enforcement. In six of the so-called "wet" states, state-wide proposals met defeat. In other questions of local option, transportation and licensing were acted upon. Many States Acted. The two states where direct prohibition laws were passed are Florida and Alabama. Those whose legislatures voted to submit the question to the people are Idaho, Iowa, Montana, South Carolina, South Dakota, Utah, Vermont and the territory of Alaska. In Iowa, the legislative resolution, according to the state constitution, must be passed by the next succeeding legislature, before the people can vote on it, but the state returned to statutory prohibition meanwhile, through the repeal of the so-called mulet law. Idaho was also made "dry" meanwhile through statutory enactment. In Utah the bill was vetoed by the Governor after the legislature adjourned. In South Carolina, the vote will be taken at the election this year. In Montana, South Dakota, Vermont and Alaska in 1916; Idaho in 1916. Effect Extensive. It will be thus seen that as a measure of the progress of the cause of prohibition the fifteen states already in the ranks have this year been enforced by four and the legislative way was cleared for four others, including Alaska, to join. In the latter event nearly half the county will have placed the ban on the liquor traffic. The legislature of Washington, where prohibition is also effective in January next, ignored Governor Lister's request for an appropriation of \$50,000 to enforce the law. Action in Oregon. In Oregon, where prohibition becomes effective in January next as the result of previous action by the voters on a constitutional amendment, the legislature enacted a law to enforce the amendment. The law prohibits the manufacture of intoxicating liquor in the state and its sale except on physician's prescription or for scientific, sacramental or mechanical uses. It allows a limited amount to be imported by the heads of families. California, a local option state, passed a measure forbidding the sale of liquor to persons with Indian blood in their veins or white persons associating with them. The legislature defeated, however, a bill creating a mile "dry" zone around normal schools and universities. PARIS PEOPLE READ MORE THAN EVER. In Spite of Several Hundred Thousand Being Gone Library Figures Show Increase. (By Associated Press to Coos Bay Times.) PARIS, June 23.—Paris is reading more than it did a year ago, and that notwithstanding the fact that the population is less numerous by several hundred thousands. The statistics furnished by the municipal lending libraries show that the number of books taken out in the first four months of the present year was over 13,000 more than the figure for the corresponding months of 1914. Not only the quantity, but also the quality, of the books read has gone up. There has been a slump in fiction of all kinds, and a great increase in the demand for works on science and history. Books dealing with Russia, England, Serbia, Belgium and Italy enjoy long waiting lists. RUNAWAYS CAUGHT. (Special to The Times) ROSEBURG, Ore., June 23.—Jerome Sacks and William Howard who ran away from their homes near this city have been arrested in Portland. They will be brought back and committed to the reform school as they have persisted in running away from their homes.

COOS BAY TIMES WAR MAPS, TEN CENTS BUY AN UP-TO-THE-MINUTE WAR MAP WHILE THE SUPPLY LASTS. COOS BAY TIMES WAR MAPS, TEN CENTS BUY AN UP-TO-THE-MINUTE WAR MAP WHILE THE SUPPLY LASTS.