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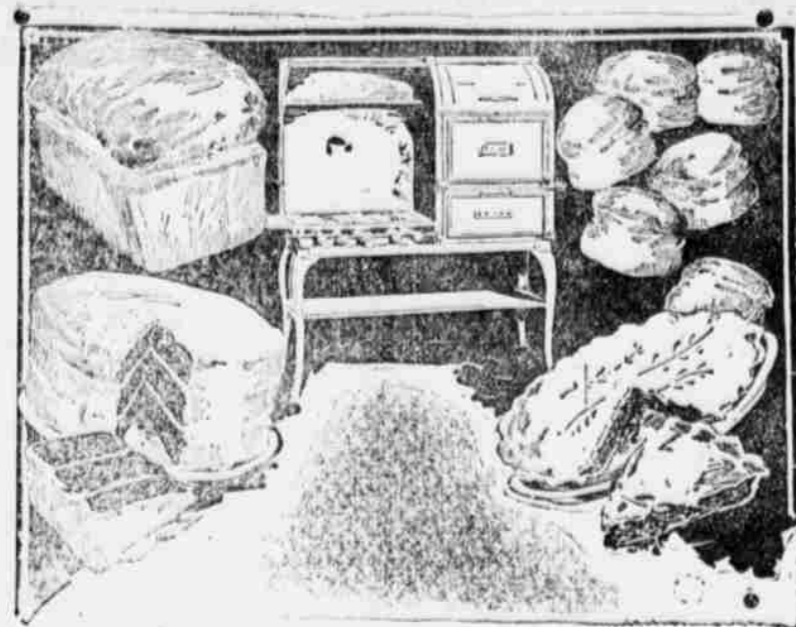
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GOODIES

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A Gas Range makes baking a pleasure

No longer is it necessary to coax the fire until the oven is just right; no longer does baking mean a day-long task. With the modern gas range your oven is kept at just the right temperature, there is no long wait for it to heat and it does not cool off at the critical time. Baking is a real pleasure with a Gas Range—and an economical pleasure too.

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Letters From Times Readers

THE LAW OF SALVAGE WRITES ON ROADS

BEACHCOMBERS CAN'T KEEP FINDINGS. Marshfield Attorney Quotes Law and Court Decisions in Matters of Shipwrecked Property

(The following was printed last night, but as parts of the types were damaged so that it could not be read it has been reset and reprinted.—Ed.)

Marshfield, Ore., July 18, 1915. Editor Coos Bay Times.—Although I read your paper regularly, my attention has only just been called to an article I must have overlooked at the time of its publication, in which Captain Macgenn of the steamship Breakwater criticizes the law relating to salvage as I gave it to the newspapers on request at the time of the wreck of the Claremont, or rather undertook to dispute the authenticity of any such law, and as these questions are constantly recurring in a district located on the ocean coast, the following may be of interest to your readers, both as substantiating the law as I then gave it to you, and as a guide to the public in the event of any future unfortunate occurrences of like nature. The substance of the following is digested from an article by Hon. George L. Canfield, of the Detroit Bar and one of the best known and most universally recognized authorities on the subject of Admiralty law in the United States. He says:

"Salvors are expected to exhibit great good faith in their dealings with the subject of their work. The courts treat them with favor when this element is present and are correspondingly severe when it is not. They must deal very honestly with the property, and have no right to appropriate any of it to their own use. The best course is to promptly surrender it to the court under a libel for salvage. They have no right to retain possession as against the owner. The law protects their right to compensation by a maritime lien which has no relation to possession and which can only be displaced by an admiralty sale or their own laches in enforcing it.

"Practice in salvage cases occasionally brings one in contact with some of the very primitive notions of law. One of these is the idea that the finder of wrecked property becomes its owner, or that such property is subject to appropriation by the first occupant. There are probably few shipwrecks which fail to occasion applications of this theory. The neighborhood takes what it can and is usually sincere in the belief that it has a right to do so. The oldest sea codes contain denunciations of the practice, but it was not considered reprehensible in the earlier periods of the common law, and perhaps the popular notion is a survival of an ancient custom of the sea shore. It does not, however, find any countenance with the courts. The Albany, 44 Fed. 431, presents such an instance. She was stranded in the Straights of Macinac with a valuable cargo and jettisoned a considerable quantity which was appropriated by various people along the shore with the aid of tugs and lighters. Some of them acted ostensibly as salvors, but on landing the property they permitted it to be loaded into wagons and carried away by such as chose, to such an extent that the court treated the transaction as one of plunder and not of salvage, saying: 'The evidence in this case discloses a very singular misapprehension upon the part of a certain class of people with regard to the duties of the public toward vessels in distress, and with regard to the ownership of property thrown overboard or unladen from them. So far as being moved by the misfortune of the Albany to extend to her such assistance as was in their power, her signals of distress seem to have been interpreted as an invitation to everybody to help himself to whatever he could lay his hands upon belonging to the cargo. Indeed there is a medieval flavor about the conduct of the men engaged in this wrecking expedition which intuitively recalls to the student of maritime law the customs of the Gauls as stated by Judge Peters in his observations on the laws of Heron, who were in the habit of seizing upon the cargoes of vessels stranded upon their coasts and confiscating them to the use of the lords of the soil and of either selling their crews into slavery or sacrificing them as an offering to their gods. Happily the crew of the Albany were preserved from this fate'.

"In another case, Murphy vs. Dunham, 38 Fed. 593, the question of when the owner of shipwrecked property lost his title was considered. A schooner was sunk in Lake Michigan, loaded with a cargo of coal. Murphy bought it from the underwriters, but did nothing towards recovery and it lay on the bottom of the lake from May 12, 1883 until after the middle of June 1884, when Dunham raised nearly a thousand tons and sold it in Chicago. Murphy then sued him for a tortious conversion. The court held that the suit was rightly brought—title had remained in the owner Murphy, despite the apparent abandonment, and Dunham was a trespasser in interfering with it. The only way of divesting the owners' title would have been through a judicial sale in a salvage proceeding.

Shipwreck does not divest title. Those who act as salvors will be amply protected by the courts if they observe the requirements of good faith and simple honesty. The basis of the law of salvage is equity and public policy—equity in adjusting the burden of the loss and the labor of recovery, and public policy

ADVOCATE GIVES HIS VIEWS ON BOND ISSUE

Suggests That Caution Be Observed and That Matter Be Given Careful Attention

Editor Times:—Kindly permit a few words on the plank road article, July 12 issue of The Times. According to the article, within a week from the passing of a resolution by the Coquille Business Men's Association, without further discussion, petitions favoring a proposition to saddle half a million dollar debt onto the county are to be circulated on Coos Bay without any action being taken by our Chambers of Commerce in regard to the matter.

Presumably our neighbors have decided just what we want which will be embodied in the petition and we are to do the rest. But there are quite a number of us in this small end of the county who would like to be shown. The arguments in favor of plank roads are sound and there can be no question but what we need the roads and a bond issue for building the same under proper safe guards, will be a good investment for the county. And there is a difference in opinion instead of two hundred miles, good engineers state that one hundred miles is a more correct estimate on the mileage that can be built by the proposed bond issue. And it can easily fall below these figures.

But where are the roads to be built, under what system, and why such haste? Before any petitions are circulated why not furnish the press with a copy and give opportunity for discussion. Good roads like other good things, can easily become an expensive luxury.

Coos County has spent in the past ten years about a million dollars on roads and outside of a few miles of good road all in one section of the county, what is there to show for it? The complaint is general, not alone in Coos County, but in every county in every state in the union, against the enormous waste of money under the system of county road supervision. And this system will filter away any money raised by bond issue just as surely as it filters away money raised by taxation. A bond issue does not necessary insure good roads. Good roads are possible only through a wide-awake public spirit, experienced engineers and a practicable business system of accounting. It must occur to anyone with a particle of public spirit that the raising and expenditure of half a million dollars is too important a matter to be undertaken without careful consideration.

There can be no possible excuse for haste unless some one has some thing to put over. We will suggest a safer plan and it is safe to say the only plan by which a bond issue will carry in Coos County. Before petitions are circulated have the Chamber of Commerce hold joint meetings and all who are interested attend and thoroughly discuss the matter. At these meetings let the taxpayers decide where they want the roads built and what they agree upon to be final. Let them formulate a plan for building the roads that will insure dollar for dollar. If we do this and show the people where the money is going and give assurance that full value will be given for their money, it is reasonably sure that they will vote the bonds. We leave it to The Times readers if this is not a better plan than go to the expense of a special election without giving time for discussion only to have the bond issue voted down by the people.

Or perhaps after it is too late to hurl ugly epithets when we find mistakes have been made. Let us adopt The Times' slogan: Get together and talk it over. —Good Roads Advocate.

TROUBLE OVER BRIDGE

Work on Chetco Structure Has Been Enjoined

There is trouble about the bridge across the Chetco River in Curry County according to the following from the Gold Beach Globe: "A suit was filed here in the circuit court enjoining Curry County from further work on the Chetco bridge. The suit was filed by Chas. Smith and Attorney C. H. Buffington started for Coos County Thursday morning to see Judge Coke regarding it. Just what will be the outcome or how much trouble will arise before the matter is settled is only conjecture."

in suitably encouraging the protection of life and property from the perils of the sea. Captain Macgenn is a good captain and an excellent navigator, but he is too engrossed in poetical aspirations to ever be a safe guide for the public upon questions of maritime law. Sincerely, E. LOTHARD M'CLURE.

NEWS OF NEARBY TOWNS

NO CHANCE TO SELL LIQUOR AT CARNIVAL

Such is the Statement Made in Port Orford Regarding Agate Carnival

There will be no selling of liquor at the Agate Carnival by Coos County saloon men this year, according to the following which appeared in the Port Orford Tribune: "The Agate Carnival this year promises to be bigger and better than ever before, and especially does it give promise of being better from a moral view-point. The good citizens of Port Orford are going to make a determined effort to keep booze and immorality in the background, and give a celebration that will have an elevating rather than a demoralizing effect. It has been reported that some of the saloon men of Coos expect to make a "clean-up" during the carnival, and a considerable bootlegging was successfully carried on at the last carnival. It has probably led them to believe they can do the same thing on a larger scale this year. Any laboring under this idea, however, will find it erroneous, and that it will be to their own advantage to comply with the law. The Agate Carnival at Port Orford is either going to be a moral institution where law and decency reigns, or it is going to die, and it is a good two to one bet that it is not going to die."

WILL PLANT LAKES WITH GAME FISH

Fish Hatchery Man at Siuslaw Has Plan—Others News of That Locality

The Siuslaw Pilot of Florence tells the following: Jack Young, superintendent of the Siuslaw Fish Hatchery, situated on Lake Creek near Deadwood Post-office, was in Florence to confer with salmon fishermen and also sportsmen relative to planting the streams and lakes with salmon and salmon trout. Mr. Young has been working under difficulties the past year, having to do a great deal of his work alone, yet he has been able to turn a million and a half chinook salmon, a quarter of a million steelhead salmon and one-half million black spotted trout.

Other News The bids for the construction and repairs of the Florence school house were rejected by the school board because they were higher than the amount the people voted. A concert given for the benefit of the Florence library was a success. A new ice plant is to be built at Florence.

NEWS OF COQUILLE

Doing of People at County Seat From the Herald

F. Thompson, of Portland, was in town several days last week, buying up fat hogs for the Portland stock yards. He is a well-known old resident of this county. Rev. and Mrs. H. M. Braham, of Milton, Oregon, were visitors in the city several days last week. They were accompanied by Mrs. Braham's sister, Miss Ayers. A reception will be tendered Rev. F. S. Shimian, the new pastor of the Presbyterian Church, and his wife, Friday evening at the church. Mrs. G. A. Sutherland, who has been visiting at the home of her sister, Mrs. S. V. Epperson of this city, left by way of the Coos Bay wagon road for her home in Portland. Chas. Evland will be a resident of Myrtle Point for a time, as he has made arrangements with the owners of several young horses to break and train their stock and work them out for possible indications of speed. Rev. E. H. Moore, presiding elder of the M. E. Church, was here in attendance at the quarterly conference of that denomination. Rev. H. S. Shingle, former presiding elder, was also here.

NEWS OF BANDON

Happenings at City-by-the-Sea Told in Recorder

Miss Agnes Giles is spending a couple of weeks at Myrtle Point. Miss Henry, the librarian, and her father, Antie Henry, and the children of Ed. Henry, left for a week stay in Brewster Valley. Captain Alec Scott returned during the past week from his prospecting trip into Curry County and reports that he found the prospects encouraging. Mr. Sanderlin, of Michigan, a brother of the late Rev. F. M. Sanderlin, is here visiting with his nieces, Mrs. Johnson and Mrs. Clara Canterbury. Miss Susy McGinty, who has been visiting with relatives at Fish Trap during the month past, returned to Bandon. Her sister-in-law, Mrs. P. J. McGinty, accompanied her coming up to Bandon for a day's visit. Mrs. John L. Anderson will, as soon as the weather and roads permit, journey to Roseburg to visit relatives. From there she will go to Medford, Cottage Grove and other points to visit and will be gone two or three months.

NEWS OF GOLD BEACH

Happenings in Curry County Told in the Globe.

Mrs. J. R. Stannard and children are now enjoying a vacation and visit at the home of C. R. Suydam on Hunters Creek. R. L. Macleay, who has been absent from Wedderburn the past month, returned Saturday and will personally superintend his business there. Word from J. R. Peters who is now at Astoria, Oregon, having his mining machinery built, says good progress is now being made and in a few days more the machinery will be ready for shipment for Gold Beach where it will be set up and given a thorough tryout. Stanley Huntley and wife of Ukiah, Cal., are now visiting Judge Huntley and wife of this place. Mr. Huntley is a son of the late Will Huntley.

CASE OF SMALLPOX

Harry Strahan, of Port Orford, Victim at Gold Beach

The Gold Beach Globe says: "A well developed case of smallpox was discovered in town early this morning. The disease developed in Harry Strahan of Port Orford, who is visiting at the home of his grand parents, Mr. and Mrs. Robt. Paskins. Dr. Dunlap has the case in hand and does not anticipate the spread of the disease as the patient is not in a frequented portion of the town. However, there should be strict quarantine placed on the house and all precautions taken to prevent the spread of the disease."

AN ADVERTISING PRIMER

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