

COOS BAY TIMES

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SKIPPED SIX HARBORS

IT SEEMS rather strange that the Rivers and Harbors Committee of Congress could not come up to the coast and see the harbors of Southern Oregon rather than to leave Crescent City by way of Grants Pass. After visiting Crescent City the committee is to travel one hundred miles over a mountain road through a heavily timbered district where there are no harbors, to visit Grants Pass, a distinctly inland city and up through the Willamette Valley. It will be a pretty trip, but the committee will get little harbor information in that part of the state. Had the members of the committee, or those who are engineering the trip, accepted the invitation to come up the coast to Coos Bay and out by way of Eugene the members would have had the chance to see six harbors, Rogue River, Port Orford, Coquille River, Coos Bay, Umpqua River and Siuslaw River. It is rather strange that the Congressional committee could not bring some pressure to bear to have the committee see these six waterways and harbors instead of taking their miles inland to view the northern California timber and mountains and the fruit and farming districts of the Willamette Valley. The committee could have reached Portland just as well by coming up the coast and just as quickly as it was guaranteed from here that the committee would be put through to Eugene from Crescent City in forty-eight hours and all transportation and expenses would have been furnished. Since the members of the committee made a trip clear to the Pacific Coast it is too bad they could not see the Southern Oregon harbors some of which are quite as important as Crescent City, from a commercial standpoint.

VACATIONS IN SHACKS

ONE OF the growing and big features of vacation season in the Coos Bay section is the increasing number of people who own or rent summer cottages or little shacks up Coos River, at the lakes or sandhills or down at the beach. These will be largely augmented with the coming of the railway. The beauty of summer bungalow life is its homelike feeling. At a regular resort or summer hotel, no matter how charming the company, one has the feeling of being always under inspection. It is a perpetual dress parade. The gossips have nothing to do but watch their fellow sojourners. You must be scrupulously dressed every minute or acquire a reputation for underbreeding. Many people enjoy that kind of thing. It is the game of life for them and they like competition in good manners and style. With others a summer vacation means general relaxation. Half the pleasure of the thing is wearing your old clothes. There is a sense of relief in not having to do the society act. Summer hotel life is particularly irksome to children. To a live American boy, whose ideal is the American Indian, the sojourn at a place where he must go through a perpetual grind of washing, combing, shoe shining, and dressing up in clean clothes is torture indeed. When in addition to that he must answer questions, tell his name and his age and how far along he is in school, the thing is unendurable to juvenile flesh. A family vacation ought to be a general rough and tumble for the youngsters. The dirtier they are, the happier. And commonly the better off physically. Many families break with favorite hotel resorts about the time their children get active and demand a free and untrammelled life in some little family home of their own and the Coos Bay section offers unlimited opportunities for summer vacation camps and homes and is certain to become very popular when the transportation facilities are improved.

PAVING AND ITS CONSTANT REMINDERS

MEDFORD is running up against the same situation that has been confronting Portland and other Pacific Northwest cities, in that many property owners are unable to meet their special assessments for street improvement bonds, says the Oregon Voter. Portland is carrying the deficit by paying the interest out of the general fund, while gently crowding the delinquents for payments rather than foreclose on the property. In Medford the deficit is so much larger in proportion to population that it is proposed to have the city take over the entire total of paying bond issues, and relieve the property on paved streets of all special assessments except for sewers and sidewalks. This would involve a refund of money for assessments already paid for paving. The burden would be spread against all the taxpayers. A strong sentiment has developed in favor of the plan, including several of the prominent bankers and business. Strong objection is being made by property owners whose streets have not been paved. The entire matter serves to emphasize the circumstances that some day somebody has to pay for improvements made with borrowed money.

Issuing bonds, with all taxable wealth as security, is easy; selling them is comparatively easy, but paying the money back is not so easy, a little fact that often is lost sight of in enthusiasm for "getting improvements right away."—Journal.

TOPICS OF THE TIMES

The war is costing England \$150 a second and the general opinion is that she is not getting her money's worth.

Thomas Edison has invented a device to record telephone conversations. But ninety-nine per cent of the telephone talk isn't worth recording.

WITH THE TOAST AND THE TEA

GOOD EVENING
Virtue and decency are so nearly related that it is difficult to separate them from each other but in our imagination.—Cicero.

THE MAGIC NAME

Oh, once we thought the world's worst spell
Was P-R-Z-E-M-Y-S-L.
We used to sling
That deadly thing
At leaders daily suffering.
But worse by far is this one: P-R-Z-A-S-N-Y-S-Z!
I saw it in a fullpage head
That someone in the subway read,
I said, "By Gosh!
I'll write to Wash.
To see if this is but a josh—
This awful jumble reading, 'P-R-Z-A-S-N-Y-S-Z!'

The haughty Russian minister
Wrote this reply: "Exalted sir:
This name you chaps
May doubt, perhaps,
But, honestly, it's on the maps
I'll take my oath there is a P-R-Z-A-S-N-Y-S-Z!"

How can we doubt it after that
Assurance from a diplomat?
We might have guessed
The word was jest,
Or but a sharp typewriting test,
But no! There is a town of P-R-Z-A-S-N-Y-S-Z!

My lips are chapped and so I'll pause
Before I exercise my jaws;
But no, this word
That looks absurd
Allures me as a snake or bird!
Here goes again—confound it!—P-R-Z-A-S-N-Y-S-Z!

There are some Coos Bay men who talk so much about what they are going to do that they never get time to do anything.
Do not be a lazy sloth,
Hustle, do not try to shirk;
You'll find, if you lose your job,
Loafing is the hardest work.

A liar is a Coos Bay man who arrives home about 1:30 a. m. and begins to explain to his wife how it happened.
Before he gets her she is the girl of his dreams. But after awhile he regards her as a sort of nightmare.

"I want something for fleas," said she.
The drug clerk's name was Fog,
"You want something for fleas," said he,
"Why don't you get a dog."

THE QUIET OBSERVER SAYS

"Frankly admitting that the baby resembles his father is the shortest way. It is also the safest."

DAILY ADVICE

If you are denying your wife a lot of pleasures so you can lay up something for a rainy day, always try to remember that it does not rain every day, even on Coos Bay.

Always try to remember that when you say nice things about people you will never be forced to eat your words.

Some Coos Bay people are run down because they are always climbing hills that are not there.

"Absence makes the heart grow fonder."
Said the lover, as he sighed,
"But I did not stop to ponder,
"So do presents," I replied.

The secret of happiness sometimes consists of not knowing what other people think of us.

STORY FOR THE DAY

THEY ALL USE IT.
The other evening at dinner in a South Marshfield home a little girl surprised her mother by saying: "I'm not stuck on this bread."
"Margaret," said her mother reprovingly, "you want to eat that slung out."
"That's a peach of a way of correcting a child," remarked the father.
"I know," replied the mother, "but I just wanted to put her wiss!"

You Can Always Get a Jitney

Oh, lots of things we haven't that perhaps we ought to own. Contentment is a "State of Mind"—we're willing to be shown—We'd like to own a motor car, to call it "our machine." We'd like to sit in comfort in a costly limousine; But though denied each luxury beneath the shiny sun We can always get a Jitney—if we don't need one.

There are lots of things a-missing in the daily walks of life. The little things you've lost perhaps your comb, your pocket knife. Your glasses that you need to see, a button or your pipe. Or the dollar that you ought to have that's drifted out of sight. But while many things are wanting, write all that read may run— We can always get a Jitney—if we don't need one.

And up beyond the pearly gates, where wings are all the rage, Where floating through the firmament supports the auto stage, Where flying o'er Elysian fields and through the ambient air, Is the mode of locomotion of the residents there Those little Fords without a doubt o'er golden streets will run— We can always get a Jitney—if we don't need one.

SHOW A DECREASE PLAN UNITED WORK

REPORTS INDICATE THAT LUMBER SHIPMENTS ARE LESS

Conditions Affect All States of the Pacific Coast Country—Offset by European Shipments

The lumber business shows a decrease in the amount of shipments for the first six months of 1915 as compared to the year before. The following interesting facts are given in the West Coast Lumberman of Seattle:

"Cargo lumber shipments from Oregon, Washington and British Columbia for the first six months of 1915 total 690,820,074 feet, as compared with 902,952,315 feet for the same period one year ago. The figures have just been compiled by the Pacific Lumber Inspection Bureau, Seattle.

"Foreign trade has dropped from 285,664,265 feet the first half of 1914 to 164,162,277 feet the first half of 1915. California business has suffered proportionately. The coastwise domestic shipments having been 570,755,781 feet the first half of last year as compared with 427,634,632 feet this year.

"The one bright spot is the so-called offshore domestic trade, which includes the water shipments to the Atlantic Coast as well as the fairly prosperous Hawaiian trade. This business this year total 99,023,115 feet as compared with 46,532,269 feet the first six months of 1914. The Atlantic Coast trade shows an increase of over 48,000,000 feet and the Hawaiian trade an increase of over 16,000,000 feet.

"Australian trade sagged from 94,878,706 feet in the first half of last year to 47,301,263 feet the first six months of the current year. West Coast of South America, in 1914, took 49,113,821 feet in the first half year as compared with 13,142,229 for this year. Last year China took 82,866,862 feet as compared with but 21,607,745 in 1915.

"These losses, however, have partially been offset by a gain in European shipments, principally to United Kingdom ports. In the first six months of 1914 the United Kingdom and continent used 26,563,024 feet of West Coast lumber. In the first six months of the current year, even under the stress of an unprecedented scarcity in tonnage, the European markets have taken 54,401,454 feet."

AT THE HOTELS

Chandler Hotel.
Frank J. Miller, Salem; D. W. Heitman, Portland; C. Hussey, Portland; G. M. Locke, Portland; B. H. Laird, Roseburg; J. P. Kieran, San Francisco; Mrs. Levi Swift, Middlesex, Vt.; C. R. Wright, Bandon; C. J. Green, Salem; H. O. Bontell; R. W. Fairbairn, San Francisco; E. J. Oshier, San Francisco; E. J. Loney, Port Orford; S. B. Hermann and wife and daughter, Portland; Alf. Johnson, Jr., Coquille; E. F. Furrer, Portland; J. O. Stemmler, Myrtle Point; Mrs. J. M. Kemp, Portland; Chas. E. Mack, Eugene.

Lloyd Hotel.
R. P. Shine, Port Orford; S. Hicks, San Francisco; J. H. Horton, California; C. W. Curran, Florence; Geo. Wakefield, Bandon; Joe Morton, Coquille.

Blanco Hotel.
J. L. Whitton, Powers; Bert Lewis, Powers; Tom Haynes, Powers; A. M. McCready, Powers; F. S. Warren, Bandon; John Swing, Empire.

St. Lawrence Hotel.
Geo. Hein, Sumpter; B. H. White, Templeton; Doc Parker, Bandon.

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SEVENTH-DAY ADVENTISTS A-RANGE MISSION EFFORTS

Communication Tells of What Will Be Done in Far Eastern Countries

Members of the Seventh-Day Adventist denomination in this city have been apprised of a movement that has been started toward organizing all the far Eastern lands into one division conference similar to those in North America and Europe, which would mean the co-operation of the local constituency in increasing the funds of the whole general conference for missionary purposes to between \$800,000 and \$900,000 a year. The believers have cheerfully contributed toward raising about \$600,000 for foreign mission endeavor last year, and they will gladly add their proportionate increase in order to see the advent movement penetrate further into the dark corners of the earth.

The local followers have been notified that a petition has just recently been received at the world's headquarters of the denomination in Washington, D. C., from Shanghai, China, asking that Japan, Korea, Manchuria, China, Mongolia, India, the Philippines, the Malay Peninsula, Siam, Australasia, the East Indies, and other countries in the Orient be set off into what would be known as the Asiatic division, and that the constituency in North America be asked to give financial support to the plan to extend the denomination in all these places in a more organized way than ever before.

The plan, if adopted, would require the sending out of a large number of ministers, Bible workers, school teachers and other gospel laborers, as well as an increase in the missionary appropriations of \$20,000 a year over what it was last year. The petition asking that these plans be made at the coming fall council of the general conference was signed by Elder A. G. Daniels, president of the general conference, who has been on a tour among the mission stations of the Far East for the past year; R. C. Porter, superintendent of the Chinese, Japanese, and Philippine Island fields; J. E. Fulton, president of the Australasian Union conference, and H. R. Salisbury, superintendent of the India Union mission.

"Nearly all of these teeming millions are heathen," says the petition. "They are intensely religious, but they grope in the darkness of superstition and idolatry. In many respects this is unquestionably the most difficult field in the world to evangelize. But this work, as great and as difficult as it is, must be done, and Seventh-day Adventists have put their hands to the task."

In mentioning the pressing demands, the petition urged that suitable places of worship where the ministers and other gospel workers could be brought together for instruction, encouragement, and organization, be erected; that more training schools be established and teachers sent out for the training of young men and women who have accepted Christianity and are anxious to carry the "good news" to their own people, that printing plants must be provided where literature in the native languages might be prepared for distribution.

The field now known as the Asiatic Division, which includes China, Manchuria, Japan, Korea, the Philippines, the India Union mission, and Australasia, are operated separately. In asking that all be united in one division, the petition states there will be more efficiency in administrative work if such were the case.

The petitioners believe that by uniting these fields in one division the leaders can be united in one administrative body, which would enable them to hold regular meetings for counsel regarding their most difficult and perplexing questions, and so have the decisions of a larger and more experienced body to guide them in making requests to the home mission board and in formulating policies for local fields.

E. S. HENDERSON.

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