

MEETING HELD TO TALK ROADS

(Continued from Page One.)

of Dr. Bartle the line was accepted from the Douglas to the Curry county lines.

"Tap the Roseburg road" was the plea, too, of E. F. Reynolds, of North Bend. Like all those favoring this permanent highway he was of the opinion that we must furnish some means of getting people in and out of Coos county before we can really begin developing.

Make Road Definite
"That's the idea," supplemented Dr. Bartle, "lets get a road that starts and ends somewhere definitely. The trunk line first." And later he brought forward a motion that the Association go on record to favor spending the money on a hard surface highway from South Inlet to the Douglas county line through Myrtle Point.

Strenuous opposition developed and this motion was never put to a vote. R. M. Jennings called a halt before all the money had been spent. "In one night we can't best tell how to spend \$370,000," he said. "No one of us can. This is a matter for the officers we have elected to thresh out and then bring back to us at our next meeting with plenty of data and sensible arguments worked out with plenty of time and preparation."

"Lack of knowledge by the people and no definite understanding was the cause of our last failure. Too hasty action will bring this inevitable result about again," was the declaration of M. C. Maloney. He advocated not the putting little strips of hard surface road all over the county to satisfy each community, but rather to put it all in one place, to start with, and then, as the money becomes available, to gradually extend and build out.

John Dickey, of Bandon, believed that a \$70,000 expenditure from Bandon to the Curry line a good thing, but he also wanted to see hard surfacing begin at Bandon and work out toward Myrtle Point. Other members pointed out to him that this would be conceding everything to Bandon and would kill the measure before it started.

Road Builders to Come
J. E. Montgomery, in the opening talk, emphasized the fact that the petitions circulating through the county, were drafted after taking into consideration the views expressed in the different cities of the county. He has been a hard and efficient worker for the cause ever since its revival. He read to the members a telegram from Charles Hall, in Portland, saying Gov. Withycombe and Simon Benson are willing to come here in the interests of a good roads campaign.

"Bandon was given one fifth of the total issue," said Earl Powell, who aided in the drafting of the petitions, "for the purpose of holding up her commerce into Curry. That was the way we thought she wanted to be taken care of."

Take Care of Beaches
John Dickey however argued again for a road out of Bandon. He believed that the beach there ought to have some share of the traffic that would roll in and out via Roseburg to the Coos coast.

On motion of C. R. Peck the endorsement of the bond issue as put forward in the petitions was deferred until the next meeting, to be held at North Bend, October 7, the first day of the Bridge Carnival.

Many from Coos Bay
Among those present from Marshfield and North Bend were: Dr. Geo. Leslie, James T. Brand, B. B. Weldy, Frank Catterlin, C. E. Maybee, A. B. Gidley, John Ross, W. A. Reid, E. K. Jones, C. R. Peck, W. Smith, J. E. Montgomery, Earl Powell, I. R. Tower, A. G. Raab, E. P. Lewis, Dr. Toye, Dr. Horsfall, Dr. Bartle, Fred Gettings, George Gettings, W. A. Ackerman, Carl Evertson, G. E. Cook, V. C. Gorat, M. C. Maloney, Al Myers, Ralph Laraway, Joe Williams, Robert Dillard, A. J. Neff, Frank Hague, Royal Niles, C. I. Reikard, Fred Smith and D. L. Buckingham.

NOW INCORPORATED
Pugsley Candy Company Authorized by State

SALEM, Ore., Sept. 17.—The Pugsley Candy Company of Marshfield, capital stock \$5000, Frank Pugsley, E. D. McArthur and E. C. Drows incorporators, was authorized to start business by Corporation Commissioner Schudderman yesterday.

SUGGESTS CITY THEATER
(Special to The Times)
EUGENE, Ore., Sept. 17.—Professor John C. Sowers of the University of Oregon, suggests that the city of Eugene have a municipal theatre which can be used as an auditorium for various purposes.

SHIPPING NEWS

PORT OF COQUILLE HAS TAKEN ACTION ON PLAN

Scheme Calls for Dredging Channel of Waterway and Building of New Bulkheads

(Special to The Times)
MYRTLE POINT, Sept. 16.—The Port of Coquille River has approved the plan as offered by Engineer Geo. E. Tonney for the improvement of the Coquille River.

The plan as proposed calls for a dredged channel 60 feet in width and having a depth of 3 1/2 feet below the low water mark at low tide and about 1500 feet of bulkheading. The dredging to begin about one-half way between Rackleff Landing and the Roberts Landing and extend to Myrtle Point a distance of one and one-half miles.

The port will at once recommend the adoption of the scheme to the War Department and make application for a permit to carry on the work. The views of the port concerning the improvements have not been in accordance with the judgment of the government engineers and in previous applications have not been able to secure the desired permit.

HUMP STOPS BOATS

LOW TIDE ON HAYNES INLET LEAVES CRAFT IN MUD

Farmers Complain They Have Not Easy Way to Get In and Out—Want Dredging Done
Low tide on Haynes Inlet means a direct loss of market produce and milk to the farmers in that district, according to Captain Monson, of the gasoline boat Messenger. A hump in the inlet, one mile from the head, is responsible for the difficulty.

Hitherto boats have been able to come and go as they pleased, he says, but now they must watch the tide and to get stuck means a delay of hours. Some nights he is unable to reach his landing at all and ties up the passenger and freight boat far down the inlet.

The claim is made that a dredge is needed in there and should be digging for several weeks to increase the depth of water sufficiently to allow traffic to go and come at all times.

Under his present schedule Captain Monson leaves any time from five to ten o'clock in the morning, according to the tides, and his departure from Marshfield is governed in the same manner.

Several delegations have been before the Port Commissioners asking that the work be done and at the last meeting it was decided that an investigation will be made and probably some action will be taken later.

WILL GO ABROAD
The Swayne & Hoyt steamer Navajo will return to Portland for a cargo. The vessel is now at Puget Sound, where she will take on 2000 tons of wheat and will then take 1000 tons more at Portland and be dispatched to the United Kingdom.

CHARTER EXPIRES
The charter of the Paraiso, owned by Swayne & Hoyt, and which formerly ran into Coos Bay, will probably expire October 20. It is held by the Pacific Coast Steamship Company. It is likely the boat will be brought to Portland and put on the run between there and California.

A. M. SIMPSON LOADING
The steamer A. M. Simpson which arrived yesterday from San Francisco, is loading lumber at the Porter mill in North Bend.

MORE VESSELS OFF RUN
Seaman's Bill Gets in Deadly Work—Ships Depart from Pacific

The big steamships Korea and Siberia, of the Pacific Mail Steamship Company, have made their last trips across the Pacific under the colors of their first owners. Both have hauled down their flags and leave soon for London where they have been bought by the English Atlantic Transportation company. Now too comes the word that the big steamship Minnesota, largest of the Pacific, has been sold in London.

When, several months ago, the Seaman's Bill was first seriously discussed and it was said that it would ultimately drive American ships from the sea, many scoffed at the idea. The fruits of the bill are now evident in concrete terms.

CASHING BAD DRAFTS
(Special to The Times)
COTTAGE GROVE, Ore., Sept. 17.—J. R. Collins who passed a bad draft at Roseburg also succeeded in cashing a worthless draft in this city to the amount of fifty dollars.

MILLION TO PEACE NOT EVEN A DENT

PLANS TO CONDUCT BIG CAMPAIGN AGAINST THE PLAN OF "PREPAREDNESS"

Money Will Be Used to Start Campaign Against the Plan of "Preparedness"

DETROIT, Michigan, Sept. 17.—Henry Ford has announced some of the things he will do to start his campaign against militaristic activity in the United States in favor of universal peace. He has discouraged by peace teaching the participation of the thousands of men in his employ throughout the country in activities looking to the increase of the army and navy or National Guard. Fewer than ten men out of the 20,000 in the Detroit Ford plant attended the recent encampment of the Michigan National Guard, Mr. Ford says.

When it was suggested that he dismiss these men as examples, he said: "These men are free. If we are to change a man's ideas it must be by education. There must be no intimidation. The other thousands of men in the plant can do their part in this education and I shall let them."

Million for Peace Work
He has set aside a fund of \$1,000,000 to start an educational campaign for peace and against "preparedness," which he declares to be the cause of all wars.

"This will be carried on in the United States and other nations now at peace, and when Europe regains its sanity the work will be carried to those nations," Mr. Ford explained in announcing the fund.

He will give a large cash prize for the writing of a history of the war in the world "that shall not make demigods of soldiers and shall show war in all its horrors instead of glorifying the slaughter. A history that shall discourage war by telling of the great things of peace."

The Ford plan is to build a group of farm tractor plants that will serve every country in the world, introducing the profit sharing plan in many countries "so that men may earn a fair wage in the making of that which they can afterwards purchase at a fair price and return to the easy tillage of the soil whence springs all peace."

Wanamaker Lauds Ford
Mr. Ford gave out a telegram from John Wanamaker, of Philadelphia, merchant prince and postmaster general under President Harrison, commending the work for peace and promising hearty support. The telegram from Mr. Wanamaker reads as follows:

"Delighted to read your speech to the public on financing peace instead of war in today's New York Herald. I have the same disposition to do anything and spend everything if thereby the waste of the millions of men that are sinking in graves from just of bloodshed can be stopped. Your horse sense turned into statesmanship will avail more than all the money you and others can scrape together. Come along and have a night with Edison at my country home to talk things over."

"Encouraged by hundreds of letters and many favorable comments by newspapers and men of the country," said Mr. Ford, "it seems fitting there should be given now the beginnings at least of the work for a better feeling among men for peace and the discouragement of vast military preparations that can only invite comment."

"America today should give thanks to providence that a man like Woodrow Wilson, who cannot be swayed by the military clique, is given the country just as Abraham Lincoln was given in another time of stress and peril."

"Every man in the world should be thankful for the man who now sits firm, deaf to the shouts of the jingoes who would drive the country into the slaughter or into a wild scramble to saddle a pillory ring upon us."

FRENCH PLANTING SYMBOLIC TREES

Old Custom is Being Followed Out By People During the Present War

(By Associated Press to Coos Bay Times.)

PARIS, Sept. 17.—The planting of symbolic trees which has been popular in France from early times, is likely to become general throughout the country this year. The first ceremony of this kind since the present war was recently held in Paris on the grounds of a hospital in the Rue Oudinot, where, in the presence of a number of convalescent soldiers, sisters of charity, and distinguished persons, Cardinal Amette planted a "Tree of Revenge." At the same time he invited those present to return for the day when the "Tree of Victory" might also be planted there. During the French Revolution it is said that more than 60,000 "Liberty Trees" were planted throughout France.

Calling cards printed at The Times

BOOSTER MAP MAKES NO MENTION OF COOS BAY ON IT

Frank Tichenor Would Have Western Fair Here Next Year for Several Months to Advertise

Oftimes the most beautiful map is entirely inaccurate, a fact emphasized in a letter received at the Chamber of Commerce this morning from Frank B. Tichenor, of Port Orford, asking that a Western Fair of several months duration be opened on Coos Bay next July to bring in visitors here from the outside. The map was printed on Port Orford stationery. It showed the entire Pacific Coast, with harbors, ports and cities, but where Coos Bay should be there was not even a dent.

How such a mistake could be made is more than R. M. Jennings, of the executive committee could tell. "A Fair, it says—and we aren't even on the map. Oh that's impossible," deplored the chairman.

With the opening of the railroad here, people must necessarily be brought in to look over our country, writes Mr. Tichenor. He believes that Coos Bay has better scenic and resort attractions than has Newport, and therefore should be able to draw many tourists.

He advocates the putting up of a pavilion and the putting in it of all sorts of exhibits of county products and adds that he would be willing to take charge of the affair and make it a "grand success" for enough to pay his expenses. The Fair should run to September 15, he believes.

There will be money needed for such purpose and so he believes that public dances could be run in the cities of the county this winter and thus raise the amounts necessary.

"Nature has provided the program," writes the Port Orford booster, and he emphasizes the making use of camping spots on Coos River, Ten Mile, Sunset Bay, all of which, he adds, would bring people here and keep them here for several weeks, during which time they undoubtedly would become greatly pleased with this section.

ATTENDANCE BIG

(Special to The Times)
EUGENE, Ore., Sept. 17.—The University of Oregon has begun its fortieth year and the indications are that the enrollment will be from 900 to 1,000 pupils.

MODEL CASH GROCERY

The task of finding something wholesome and good for dinner is at an end when you call on us

VEGETABLES
FRUITS DRIED
AND CANNED GOODS

Everything the season and markets afford

GIVE US A TRIAL ORDER

Free Delivery

86 COMMERCIAL AVE.
PHONE 433

LOW WEEK END FARES

BETWEEN MARSHFIELD

AND
Rowland \$2.10
Baker 2.20
Powers 2.35

Tickets will be sold between Marshfield and any of the above points at fares shown every Saturday and Sunday, good for return Monday following.

CONVENIENT TRAIN SERVICE

Further particulars from nearest Agent.

SOUTHERN PACIFIC

JOHN M. SCOTT,
General Passenger Agent.

The Parisian

IRVING BLOCK FASHION'S CENTRE

JUST RECEIVED
Ladies' Coats
Suits, \$15.00 and \$17.50

Large shipment of Ladies' Coats

In all the new materials and styles: Corduroys, Plushes and Fancy Mixtures. Prices very reasonable.

Suits

In all the latest styles and materials at exceptionally low prices. Call and inspect. Quality always the best.



RAINCOATS

We have scoured the country for a raincoat that would withstand the downpours of this vicinity and we have succeeded in doing it. It is manufactured in England and is absolutely guaranteed. We believe it is the BEST RAINCOAT ON THE MARKET and have purchased a big assortment of them. We want you to wear one. If they are not JUST WHAT YOU CLAIM—IF THEY DON'T GIVE YOU THE BEST OF SERVICE—WE REFUND YOUR MONEY. Prices ranging from \$5.00 to \$20.00.

T. J. SCAIFE & A. H. RODGINS
Marshfield PAINT AND DECORATING CO.
Estimates Furnished
Phone 146-R. Marshfield, Oregon

DUNGAN UNDERTAKING PARLORS
will be kept OPEN TO THE PUBLIC
A regular state licensed undertaker will be in charge
Phone 193-J

MERCHANTS CAFE
Popular Place for Good Meals
Prices Reasonable
Cor. Commercial and B'way.

DRY WOOD
at
CAMPBELL'S WOODYARD
North Front Street
Phone 279

ALL OUR MEATS

are properly ripened in our large, sanitary refrigerating plant. That's why they are so good. Careful selection of butcher stock by our buyers enables us to furnish quality all the time. No matter whether it is a steak, a roast, a special cut, we have it and phone orders receive just the same treatment as if you come to the shop and personally selected the meat.
We have some nice salmon now.

J. E. Ford & Co. 174 South B'way Union Market
Phone 58-J

SOUTH COOS RIVER BOAT SERVICE
LAUNCH EXPRESS
leaves Marshfield every day 8 a. m. Leaves head of river at 3:45 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

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

double your business—

—suppose you knew a man who kept his shades drawn tight all day and burned kerosene instead of letting in the sunlight;
—suppose you knew a man toiling along a dusty road who would not accept a lift—when there was plenty of room in the wagon;
—suppose you knew a miller—with his mill built beside a swift-running stream—who insisted on turning the machinery by hand.
—all foolish, you say?—and yet look around you—how few retailers take advantage of the great advertising campaigns run by food, tobacco, cloth and every other manufacturing line that you can name!
—think a moment!—what was the last advertisement you read and wondered just which store in town would be progressive enough to have the goods in stock so you could see them—and purchase?
—more goods are sold under the evening lamp at home than you dream of—practically every live retailer advertises in **The Times**
—put up your lightning-rod!—let your customers know that you can deliver to them the goods which great advertising, paid for by manufacturers, has interested them in.
—they will get the habit—and you will get the business.

(let in the sun light)
The Coos Bay Times