

GASOLINE BOAT WAS IN DANGER

(Continued from Page One.)

cold out of the northeast and the Enterprise ran before it with her one sail set, hoping to sight a vessel and secure aid. The men were unable to sleep. They were wet and exhausted from the cold and added to this they had nothing to eat. The little roll stove in the cabin refused to work. Coffee was made by aid of a blow torch from the engine room. Finally the water supply ran out.

Signal Unanswered

Several vessels passed the craft yesterday. Capt. Parker said none of them heeded his signals, nor had they the night before when rockets were being used. A passenger boat, supposed to be the Admiral Dewey, bound for Seattle passed within two miles yesterday. An oil tanker going south was within a mile and so was a tug boat.

There was a sigh of relief voiced by the three men of the Enterprise when the Willamette answered their appeals this morning and gave them a line.

An Old Hume Boat

The Enterprise was built on the Coquille river in 1908 by John Miller who shortly afterward sold the boat to R. D. Hume after the latter lost the Berwick. Hume operated the Enterprise out of Rogue river. She was beached at the entrance of Rogue river and later sold and taken to the Columbia river and there rebuilt. She is now owned by Nelson Gendness of Astoria who recently bought out the interest of a partner.

The Enterprise is 53 feet long and is of about 22 gross tons.

Has Been Here Before

Captain Parker was formerly mate on the Andy Mahoney that used to come into Coos Bay years ago. Also he has been mate along with the steam schooner Grace Dollar.

He said today that in all probability the cargo has not been at all damaged. Immediately on their arrival here the men went to a restaurant and then began making preparations for getting to sea again, and they possibly will get away for Walport some time tomorrow or on Sunday.

Called Here for Aid

At 4 o'clock this morning the Cape Blanco wireless station telephoned here that the Enterprise was in tow of the Willamette and thought to be in a sinking condition. Help was asked for here. The tug Gleaner at Umpqua river is tied up and the tug at Bandon could not go as the captain said he was out of fuel. The steamer Speedwell at Bandon could not go. It was then decided to call upon the Manzanita which was in port but soon afterward a wireless came from the Adeline Smith that she had picked up the boat.

Came in Slowly

Captain B. W. Olson, of the Adeline Smith, said this morning that the Willamette was not anxious to cross in because she had a full cargo and there was an ebb tide running. Via the wireless he consented to take the Enterprise in tow. He came in over the bar very slowly because of the waterlogged condition of the little craft. Captain Olson reports a good trip up the coast. He expects to get away for Oakland about 5:30 in the morning.

SAILOR CALLS POOR GRUB

Ship Owners Made to Pay For Bean Soup With Worms In It

In a law suit it was claimed that there were little fat worms floating about in the bean soup fed to John E. Hendrickson, a sailor aboard one of the fishing ships of the Alaska-Portland Packer's Association, last summer on a cruise to Bering Sea. Because of this food, Hendrickson almost died and, on his return, started suit against the company. He has just secured a judgment of \$200 in a Portland court.

Hardtack full of weevils, "hoot-leg" coffee and "lopscoush" full of "skid" grease has become traditional with the sea, especially on deep water sailing ships. The government has recognized this fact, and the shortness of food aboard ships, and in every ship to castle may be found the "articles" showing exactly the bill of fare that can be demanded by the sailors.

English ships received their name of "limejuicers" from the fact that their owners often sent them to sea so badly provisioned that, without the aid of limejuice, the men soon fell into scurvy.

For the same reasons ships from Nova Scotia became known on the seven seas as "Novia Scotiamen," this name being self explanatory among the seafaring men, and vessels to be steered clear of.

HEATING STOVES at reduced prices. Pioneer Hardware Co.

TIMES ARE BETTER

JOHN D. MEREEEN SAYS OUTLOOK FOR 1916 MOST PROMISING

Lumbermen at San Francisco Enthusiastic Over Prospects—Vernon Smith to Remain South

John D. Merreen of the C. A. Smith company returned on the Adeline Smith today from San Francisco where he spent Christmas at the home of his father Arno Merreen. He says that everyone there, especially those in the lumber trade, are buoyant over the prospects for the coming year.

He says that there has been quite a material advance in prices and the demand is strong. It is hard to say just what the advance amounts to as it varies on the different grades but it is believed to be in excess of the recent increase in freight rate.

While there, he attended a luncheon of the lumber brokers, going as the guest of Paul Dimmick of the Swayne & Hoyt Company and he said that it has been months since there was so cheerful an air manifested by the representatives of the manufacturers.

He enjoyed a visit with C. A. Smith and said that Mr. Smith is now in excellent health. Vernon Smith is now associated directly with his father in the offices there and will make his permanent home on San Francisco Bay, probably selling his Marshfield residence.

Arno Merreen will return to Marshfield from San Francisco about January 15th.

PLAN MORE SHIPS

VESSEL BUILDING OF PACIFIC ON UPWARD TREND

Keel of Big Ship for Coos Bay May Be Laid in Few Days—Many Craft Are On Ways

Not in a dozen years has there been such a streak of ship building on the Pacific Coast as there is at the present time, and never in more than a dozen years have the indications for further building been as good as they are right now.

In a few days it is expected the keel will be laid for the building of a 220 foot steam schooner at the Kruse and Banks shipyards.

Four auxiliary schooners, with Diesel engines, are under contract on the Pacific Coast for the lumber trade, two being under construction at St. Helens for the McCormick interests, one being under way on Grays Harbor for the E. K. Wood Lumber Company and the fourth was ordered last week by A. F. Thane & Co. at Seattle, which will be of steel, while the others are of wooden construction. The McCormick vessels will cost about \$135,000 and the new ship for Thane is estimated to cost \$300,000.

There are a number of other ocean-going carriers building on the Coast, all to be finished during 1916, and probably the busiest plant is that of the Union Iron Works, where the La Brae, a new tanker for the Union Oil Company, was launched December 18, and the same firm has the tanker Los Angeles being rapidly constructed there. Hind, Rolph & Co. has ordered the Annette Rolph, which is a duplicate of the Pacific, an 8500-ton carrier completed there recently and loaded last week on Puget Sound with flour for Europe, besides a second steamer of the same type has been ordered by them but not named, with a third of the kind contracted for that is to be the property of the Strachan interests, of Georgia, who purchased the Eurana, a sister ship of the Pacific which is receiving finishing touches there, and soon loads flour on Puget Sound.

The Union Iron Works is also turning out the Makiki for the Matson Navigation Company, she being a sister ship of the Matsonia, now in service between San Francisco and the Hawaiian Islands. There are eight others ordered, all oil tankers, two for the Standard Oil Company of California, two for the Standard Oil Company of California, two for the Standard Oil Company of New York, two for the Standard Oil Company of Delaware and two for the Standard Oil Company of Philadelphia.

GOLDEN GATE IS SOLD

C. P. Doe, president of the North Pacific Steamship company (the concern that owns the Breakwater and the Kilburn), has just sold the old wooden steamship Golden Gate to several San Francisco men who will put her into the Mexican trade out of California.

The craft is a small one. It was built in 1891. For months it has been lying idle in Portland. The fact that it was not taken before is that it is too small a craft for heavy work or off shore cargoes. It is said the consideration was only \$5,000.

He will also show from what

PEOPLE'S FORUM

The Coos Bay Times will be pleased to publish letters from its readers on all questions of public interest, giving his or her address, and so far as possible limited to 250 words. In publishing these letters the Times does not endorse the views expressed therein; it is simply affording a means for the voicing of different opinions on all questions affecting the public welfare.

LESSON IN EXPERIENCE

Editor Coos Bay Times, Marshfield, Oregon. Will you kindly publish the following:

I note a statement in your paper of December 24th, in reference to a certain rating book issued by the Merchants Mercantile Agency of Portland, subscribed by the Merchants of Marshfield and other neighboring towns. The article was entitled "Are They Stung?" I, as one of the subscribers, wish to take exception to the statements therein, as I do not consider that we have been stung, but on the other hand we are being educated; we are now receiving our education.

I, like the other business men, have always urged the people to patronize home industry. We failed to patronize home industry, and must now pay the penalty. It is a lesson to us all.

When I received notice from the collection agency of Portland, I consulted my attorneys, who advised me to pay the \$28. I was advised that if I made a bad bargain with my eyes open the courts could not relieve me; that it was important that I should read the contract I sign, that when I fall to read a contract when I sign it or if I am unable to understand its terms, I cannot come into court and complain and if I do not fully understand the English language the Courts cannot help me.

I am afraid that if I do not pay them the \$28, in addition to the \$20 I heretofore have paid them, they will rate me bad pay just as we business men have been rating some of the Coos Bay people. My attorney tells me that if this matter gets into court I will sure lose my case. I may send off to some other town and hire a cheap lawyer who says he can win my case, but in so doing I am afraid I will be stung worse than ever. He may charge me only \$5.00 to fight the case, and save me \$20, but if he loses the case which seems quite sure, I must pay many times this amount in costs.

I have had occasion to note the rating of many collection agencies and find none of them accurate and in most every case it is money thrown away. Many an honest man is rated as bad pay should times get dull, work scarce, sickness, little children to feed, clothe and shelter, and he will strive hard to pay but when the merchants have clubbed together, rated him bad pay because he has owed three or four stores for a few months and then on top of this refuse him further credit because his rating is bad, you may figure that in nine times out of ten he will send his cash to a mail-order house instead of paying his cash to the local merchants and each trip of the Kilburn brings an increased number of parcel post sacks. The local merchant stands the loss, or in other words, is being educated. We must all learn.

E. R. JOHNSTONE, Formerly of Bandon, Oregon.

STUDY IN BACTERIA

Editor Coos Bay Times: No one has, to our knowledge, discovered anything smaller or more harmful than some of those active little busy-bodies commonly known as germs, but in the laboratory more properly designated as bacteria. Although so small that the naked eye cannot detect them, they make a sight of trouble whenever they can gain entrance. All they demand to begin operations is standing room, and being of the same peculiar turn of mind as Ex-President Roosevelt they have never upheld "race suicide" or demanded "peace at any cost."

Although so very small they wield the "big stick" in a most powerful manner, and it is up to the rest of us to ward off the blows as best we may. There is at least one man on this side of the Mississippi River who is especially competent to help us in a defensive policy right along this line.

Professor G. V. Copson, of the Oregon Agricultural College, who has made an exhaustive study in German and Swiss Universities of these little demons as they act in milk, will, during the winter short course offered at the College from January 10, to February 4, 1916, give a series of six lectures and demonstrations dealing with the subject. His lectures will be illustrated by pictures and his demonstrations will show the various methods by means of which the bacterial content of milk is determined and the effects of these various bacteria upon the sanitary quality of the milk.

He will also show from what

sources in dairy practice bacteria enter the milk and how these difficulties found in the production of a poor grade of milk are to be rectified. All dairymen will no doubt find this an interesting and instructive subject.

R. REAM

SAY RAILROAD NOW WILL BE FINISHED

Grants Pass People State That Line Will Continue Out to Crescent City.

Referring to the fact that the government engineers have recommended the jetty improvement work at Crescent City, in Del Norte County, California, the Grants Pass Courier states that the railroad from that place to Crescent City will now be completed. The paper says: "The conditions which the board of engineers have imposed for the development of the harbor are directly in line with the representations that have been made to them at all times. At the meeting held at Crescent City, and in the arguments presented by the representatives of the city at all times, the willingness of the people of Del Norte County to aid in the starting of the work has been stated. It is proposed to bond the county under the provisions of a law passed by the last California Legislature to raise the fund, and in a statement just issued at Crescent City the pledge is renewed. In fact, the people of Del Norte have guaranteed \$250,000 toward the entire project, estimated to cost in its entirety about \$2,000,000. It is expected that the bonding of the county for this amount will proceed at once.

"The value of the harbor naturally depends upon the completion of the railroad from this city to the coast, and at the meeting held at Crescent City, Wm. J. Hotchkiss, representing the great redwood interests of northern California, stated that the completion of the line would be guaranteed. Already Grants Pass has bonded for \$200,000, which was spent in the commencement of the road, and the Twoby Brothers' Company is now building it on to Takilma. Twelve miles of road built by the Hotchkiss Company at the Crescent City end will form part of the line, leaving only 40 miles to complete the road through to the coast."

CLOSE AT VANCOUVER

Without a Brewery First Time Since Civil War

VANCOUVER, Wash., Dec. 31.—Since before the Civil War there has been a brewery in Vancouver. Today the last of its beer was confined to kegs and sent to Portland, for use before New Year's The brewery has been painted inside and out, and everything is in readiness for a long wait.

Nothing has been done about using the plant for the manufacture of any other product, but 32 men, now on the payroll of the Northern Brewery Company, in this city, will be looking for work by January 10.

PRISONERS TO WORK

EUGENE, Ore., Dec. 31.—By an order of the Lane County Court, the six prisoners now in the county jail will be put to work on the county poor farm. Clearing and grubbing land will be the nature of the work to be done by the prisoners. The order was issued by the County Court.

Celebrate the NEW YEAR by taking home a box of LOWNEY'S CHOCOLATES. New shipment at LEWIS'.

Dr. Leslie, Osteopath, Marshfield

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"The Gunnery"
Front Street, Marshfield, Ore.

Why We Wish You A Happy and Prosperous New Year

WE WISH you happiness and prosperity during the coming year, first, because the men who direct the affairs of this corporation desire to express the feeling of good will toward their neighbors natural in mankind, and second, because—

The prosperity of our company depends upon YOUR prosperity. No utility company can rise above the level of the community which it serves.

Wishing you a prosperity in which we want to share may seem to be a selfish attitude, unless it is remembered that the relations between the public and our company are reciprocal.

Service companies do vital work in the modern municipality — WORK CONTRIBUTING IN NO SMALL MEASURE TO THE PROGRESS AND WELFARE OF EVERY INHABITANT.

Utility organizations perform a large share of the co-operative effort essential to civic advancement—toward the success of industries—toward the reduction of physical labor and increased safety of life and property—toward domestic economy and commercial vitality—in the promotion of better living and working conditions.

The prosperity of the utility companies and the people are interdependent. A UTILITY ORGANIZATION MUST BE REASONABLY PROSPEROUS TO DO ITS WORK EFFICIENTLY AND THUS CONTRIBUTE FULLY TO THE PROSPERITY OF THE PUBLIC.

We ask the same good will from citizens which we feel and express towards them.

Oregon Power Company

With Hearty Appreciation and Thanks for Your Past Patronage, We Wish You

A Happy New Year and Success Unmeasured

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