

FINAL CLEAN-UP OF THIS SHOE SALE For Ladies, Children, Girls, Boys

A good many new faces have been in our store during the past two weeks for these real shoe bargains. And they have gone out wearing a smile. They have bought GOOD SHOES and have saved money. All lots of Ladies' Shoes in which the sizes are broken are being sold at the following big reductions, and every pair of shoes in our stock for Boys, Girls and Children are being sold at the following prices: ...

- Ladies' Regular \$4.50 shoes, broken lots \$2.95
- Ladies' Regular \$4.00 shoes, broken lots 2.75
- Ladies' Regular \$3.00 shoes, broken lots 1.95
- All Girls' and Boys' shoes, regular \$3.00, now 2.40
- All Girls' and Boys' shoes, regular \$2.50, now 2.00
- All Girls' and Boys' shoes, regular \$2.00, now 1.60
- All Girls' and Boys' shoes, regular \$1.50, now 1.20
- All children's shoes, regular \$1.50, now 1.20
- All children's shoes, regular \$1.25, now 1.00
- All children's shoes, regular \$1.00, now80

Hub Dry Goods Company
"SMART WEAR FOR WOMEN"
Corner Broadway and Central Avenue. Phone 361.

STILL HAVE MONEY COMPANIES COMING

FELLOWSHIP CLUB HAS FEWER CALLS FOR AID THIS WINTER

Find Unemployed Problem Lighter Than Usual—Committee Invites Governor

Only one-third as much money as was used last year was needed this winter to take care of the unemployed men in the city who were out of work, according to Ben Fisher, president of the Fellowship Club.

At a meeting of the executive committee it was found that only \$25 had been expended through this winter against more than \$70 of the year before.

This money has been spent in furnishing meals and beds to men who were absolutely in need of help. In most cases it was only for a meal or two and a bed for a night, most of the men managing in this time to secure work.

With the winter now over there still remains some money in the treasury that has been set aside for the purpose and it looks as though all demands on it have ceased.

Write to Governor
Senator I. S. Smith and Judge C. A. Sehlbrede, men who know Governor Withycombe personally, compose a committee that is writing asking him to visit Coos Bay during the latter part of March.

If he assents the banquet of the Fellowship Club will be held at the convenience of the Governor. And if he is unable to come Mr. Fisher states some other prominent man from out in the Valley will probably be invited.

The Club has given four dollars toward paying up what deficit there remains in the Municipal Christmas Tree fund.

HAVE YOU MADE YOUR INCOME TAX REPORT?

Better Get Busy or Uncle Sam Will Soak You With An Extra Fine—All Due by March 1st.

Have you paid your income tax? If you have not made your report of income to Milton A. Miller, Collector of Internal Revenue, at Portland, it behooves you to get busy, as the time is short, and Collector Miller says the Government is not going to be so lenient this year with those who do not have their reports in by March 1, the date fixed by law.

All persons who have an income of \$3000 or more must make a report, and all corporations doing business must make a report of their net income, regardless of its amount. Corporations are required to pay an income tax of 1 per cent of their net income.

If the reports are not in by March 1, a heavy penalty will be added.

Dr. Hess' Instant Louse Killer

kills lice on poultry and all farm stock. Dust the hens and chicks with it, sprinkle it on the roosts, in the cracks, or, if kept in the dust bath, the hens will distribute it. Also destroys bugs on cucumber, squash and melon vines, cabbage worms, etc., slugs on rose bushes, etc. Comes in handy, sifting-top cans.

One pound, 25c
Three pounds, 60c

BROWN DRUG CO
GRADUATE CHEMISTS
103 North Broadway, Marshfield, Ore.

Dr. Leslie, Osteopath, Marshfield

PARTY DUE TODAY OREGON ROAD COSTS LONG STORY ENDS

SUPT. MILLER MEETS JOHN M. SCOTT AT LAKESIDE

Mr. Ormandy, Addison Bennett and E. I. Cantine Coming With S. P. Officials

John M. Scott, general passenger agent for the Southern Pacific in Oregon, accompanied by Mr. Ormandy, his chief clerk, and Addison Bennett, of the Oregonian, are expected in here between four and five this afternoon. It is expected that E. I. Cantine, deputy state highway engineer, is in the party.

Superintendent W. F. Miller has gone to Lakeside to meet the officials and they will return here late today on a special train.

Mr. Cantine was on his way here, having reached Cushman yesterday, and it is believed that there he joined Mr. Scott to come over the new Willamette Pacific.

Mr. Scott and Mr. Bennett are well known in the Bay through previous visits here and will be warmly welcomed by their many friends.

STATE EXPENDED OVER \$6,200,000 ON HIGHWAYS LAST YEAR

Per Capita Expenditure of \$8 Is Greater Than Any Other State in the Union

The following from the Oregon Voter will be of interest in Coos county where the road problem is now the chief topic of discussion: Counties of Oregon expended at least \$5,961,305.53 on county and district roads and bridges during 1915. This is the preliminary total. Later official figures will unquestionably swell the total.

Adding the \$230,000 expended by the state from the 1-4 mill highway tax, it is certain that Oregon actually expended \$6,200,000 for road and bridge improvements during the one year.

This is about \$8 per capita, the highest per capita expenditure of any state in the union, not even excepting California, progressive Washington and Imperial New York states. About \$2,400,000, more than one-third, was expended for what might be classed as permanent improvements—good bridges, grades built on good lines, and hard-surface pavements.

Nearly \$4,000,000 was expended in maintenance of old macadam and dirt roads, and for some new macadam and dirt roads.

Need Rural Roads

We of Oregon are expending enough money on roads now—far too much, in the opinion of most taxpayers. A big state bond issue for the construction of trunk highways paralleling railroads and rivers would yield millions more, but is not the main problem to concentrate on getting better results for the many millions we now expend, rather than burden the taxpayers still more for ambitious improvements which are not a pressing economic necessity as are the roads into the farming districts.

Bank High in Road Cost

Following are the amounts expended on roads and bridges by the ten counties named during 1915, as indicated by preliminary estimates:

- Multnomah County .. \$2,467,124.34
- Clatsop County .. 327,642.42
- Columbia County .. 288,951.71
- Clackamas County .. 283,699.19
- Marion County .. 261,115.13
- Coos County .. 230,909.35
- Tillamook County .. 178,000.00
- Douglas County .. 157,356.29
- Lane County .. 142,719.82
- Umatilla County .. 119,821.40

CLOUD THAT ENVELOPED COFFIN FAMILY HAS SILVER LINING

Oldest Girl Married Last Evening and Happy Brothers and Sisters Are Again With Parents

In the office of Graves and McInturff at 9:30 last evening Miss Nora Coffin, aged 16, became the bride of Jack Mann, aged 32, Judge C. L. Penneck performing the ceremony. Before the marriage Juvenile Officer Hark Dunham came back from Coquille bringing the five little children of the Charles Coffin family that Judge Watson allowed to return to their parents after an order had been made to send them to Salem to be cared for.

There was a happy family reunion before the wedding. The bride is one of the oldest children and she, too, was to have gone to Salem and it was not until Saturday that this order was revoked and she was given permission by the county court to marry.

The prospective bride and groom thought the marriage was to be without witnesses. They asked R. O. Graves if it could be held in his office.

"Sure thing," he assented. And when the judge and the happy couple arrived last evening there already an audience on hand. Mr. and Mrs. R. O. Graves were there, also Mr. and Mrs. J. W. McInturff and Mr. and Mrs. Fred Smith and before the ceremony was over there were others who dropped in.

Juvenile Officer Hark Dunham, holding the smallest of the youngsters, a baby of two years, grinned and said he was glad to see everything turn out as it has.

This morning the bride and groom left on the stage for Empiz where they will make their home.

ROAD FUND RULING

ATTORNEY GENERAL BROWN RULES ON QUESTION

Says County Can Only Pay Funds Through County Official—Cities Cannot Act as Trustee

The following from the Salem Statesman will be of interest here owing to the question being raised about the expense of improving the waterfront highway between Marshfield and North Bend business districts:

"An incorporated city or road district cannot act as trustee for the benefit of the county in disbursing money for road improvements according to an opinion given by Attorney General Brown to District Attorney Ringo. The opinion states that no provision is found for the payment by the county to the road district or city by the road or city but provides that the money for the various districts shall remain in the county treasury until it has been earned."

Following is the opinion in part: "In case the County Court appoints a street commissioner or other road supervisor of the municipality as road supervisor for the county or to supervise the expenditure of that portion of the county road fund apportioned to the district, consisting of an incorporated city or town, the procedure is in no wise changed. The money is not in that case to be paid over to the city and does not become the property of the city in any respect, but remains in the county treasury and it is to be paid out in the same manner as road funds in any other district. It seems to me this is the plain reading of the statute and is not capable of any other construction. It may be that the word 'apportioned' has been taken to mean 'paid over' but I do not understand that the terms are synonymous."

SELL ONE VESSEL

Sudden and Christenson to Dispose of Steamer Chehalis

The following will be of interest here, as Sudden & Christenson operate the Prosper mill:

"The steamer Chehalis, which played a historic part in salvaging the German steamer Walkure at Papeete, was put up for sale by Sudden & Christenson. The vessel was long in the coastwise trade and has a lumber capacity of 750,000 feet. The Chehalis raised the Walkure after the latter had been captured by the French gunboat Zelle and then sunk by German vessels which shelled the town."

HAVE NARROW ESCAPE

White Brothers Rescued by Will Coughell on the Rogue

The story of the rescue of two men on the Rogue river is told in a message from Wedderburn in the Port Orford Tribune:

What came near being a tragedy occurred here on the river the first of the week. White Bros., who have a ranch 12 miles up the river, came down in a gas boat. On the sand spit between here and Gold Beach the engine became crippled, and as they had neither oars nor anchor the current carried them swiftly toward the jaws of the river. Will Coughell, ferryman, happened to be crossing the river and hurried by their rescue. Excitement ran high as the ferry boat gained but slowly on the powerless boat in front, but Mr. Coughell succeeded in reaching a point below Doyle Rock at the very edge of the breakers. He had just gasoline enough to effect a landng, and had the race lasted any longer both boats with their occupants would have been lost.

IS TO OPEN MINE

OLD CONCERN OF COOS BAY WATER COMPANY TO START AGAIN

J. C. Swanson Takes Contract to Mine Coal—Puts in Corduroy Road and Gets Ready for Business

Opening of the Coos Bay Water Company's coal mine is to be made again within a few days. J. C. Swanson, formerly in charge has been given the contract for mining on a royalty basis. He is now getting things in shape for operation and putting in new timbers where they are needed.

It is five years now since the company closed the mine, according to Manager Corey. Up to that time the coal was taken out mostly to supply the pumping plant of the water company.

At the time Mr. Swanson was in charge of the work. The main tunnel is some 700 feet in length and it is through this that the big pipe of the water company extends.

Mr. Swanson is putting in a corduroy road to run from the mine to the logging road in west Marshfield.

HANDSOME PAPER FROM LEMIEUX'S ROAD IS STARTED

ATTRACTIVE BEAM CEILING AND PANEL BORDERS IN SARTER'S NEW DEP W DROPP INN FURNISHED BY MARSHFIELD STORE

Parties who have inspected Sarter's fine new Dew Drop Inn and admired the handsome effect produced in the beam ceiling and panel borders will be interested to know that the material was produced in a Marshfield store, Lemieux's paper and paint store on North Front street. This is but an artistic sample of the fine line which E. F. Lemieux carries.

He has just received a big assortment of the spring designs in wall paper and now has it on exhibit at his store preparatory to the spring rush in papering.

Our order for the beam ceiling and panel borders at Sarter's included the following:

- 15 yards beam ceiling paper.
- 35 yards panel border paper.
- 28 yards 18-inch cornice border.
- 32 yards 4-inch cornice border.
- Two rolls of in-grain paper.

WARNS AGAINST BOGUS INSURANCE AGENTS

Harvey Wells, Oregon Insurance Commissioner, Sends Out Notice to People of Oregon

Harvey Wells, insurance commissioner, who is well known on Coos Bay has issued the following letter warning the public concerning insurance solicitors:

This department is in receipt of inquiries from many citizens throughout the state requesting information concerning certain insurance companies soliciting, through the mails, life, accident and health insurance, and I want to warn the public before accepting this cheap kind of insurance that the insurance commissioner has no authority to regulate companies and agents other than those which have complied with our laws and are licensed to transact an insurance business in this state.

Beware of a company which sells insurance at less than cost for a company which does not make a profit is not a safe one in which to insure.

I want to advise strongly against listening to so called adjusters of life insurance policies. A person representing himself as a life adjuster does this to create an impression that your policy is not properly written and then endeavors to place one in its selling. Such a person is in the same class as a horse thief, and I strongly urge our citizens in purchasing insurance to deal only with licensed, authorized agents. If the agent should be a stranger, make him produce his license for 1916 and whenever you are in doubt write this office as this department was created for the protection of our citizens, and it will endeavor to advise as to the responsibility of the different agents.

FINDS SEVENTEEN FEET

As to the depth of water on the Coquille river bar the Bandon World says:

The Patsy, which crossed the bar at low water Saturday afternoon took soundings and the lowest depth recorded was 17 feet. The recent freshets and the fact that the north jetty has been closed is responsible for the clearing of the channel at the mouth of the river.

SHIPPING NEWS

VESSEL MOVEMENTS

Sailed
Adeline, Oakland, 12 M.
Due to Sail
Yellowstone, San Francisco, Wednesday, 12 M.
A. M. Simpson, San Francisco, Thursday, p. m.
Due Here
Hardy, San Francisco, Wednesday, p. m.

WE ARE BUILDING SHIPS
Much Construction Work Is Now in Progress in U. S.

War in Europe has sent the price of ships so high that even Americans are getting back into the shipping game. There is more building of ships going on now in the United States than there has been before in half a century.

Forty-eight vessels of 26,408 tons gross, were built in the United States and officially numbered in January of this year, according to a statement issued by the bureau of navigation. The largest steamers in the list are the Santa Barbara, 6621 tons, belonging to the Atlantic & Pacific Steamship company; the Eurana, 5919 tons, owned by Hugb P. Frear; the Bristol, 3971 tons, Coastwise Transportation company; the Clare, 3455 tons, Maryland Steel company; and the Dade, 1151 tons, C. L. Dimon. From other sources than construction one vessel, the barge Choctaw, 707 tons, was added to the merchant fleet. She was built at Sunderland, England. During the week ending February 5, this year 11 merchant vessels have been awarded official numbers and signal letters.

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LOSE ALASKAN TRADE

Portland is bemoaning the fact that because she has not a single vessel plying to Alaskan waters she loses a \$350,000 factory of the American Can Company. The concern goes to Seattle instead.

Formerly there were several ships out of Portland going to Alaskan ports, but the trade became so slack that they were taken from the run.

The American Can Company manufactures tins for the salmon trade and had to have some means of getting them into Alaska. The cost of 4 1/2 cents a case freight from Portland to Seattle was too much, for the company declared they had too close competition in Seattle.

TO RAISE THE EXCELSIOR

Steam Schooner Run Down by Steamer Harvard Not Total Loss

By means of pontoons it is planned to raise the bulk of the steam schooner Excelsior that on February 8 was run down and cut squarely in two by the steamer Harvard in San Francisco bay.

Diver Abrahamson has taken the contract for the raising of the vessel as it lies on the Southampton Shoals on the Berkeley shore.

The U. S. inspectors held a hearing on the case and fined the Pacific Navigation company \$200 and Captain E. F. Bartlett, of the Harvard, \$50 for the accident, attributing it to gross carelessness. The officer was severely criticized for coming into the harbor under full steam and for not stopping in answer to the distress whistle of the Excelsior.

WATERFRONT NEWS

At noon today the steamship Adeline left down for Oakland, having arrived here yesterday about 19:15 from the south.

The Nann Smith was scheduled to leave San Francisco this afternoon for Coos Bay and should be here Thursday.

LOADS FOR SAN PEDRO

The A. M. Simpson is taking on a cargo at the Simpson Mill at North Bend for San Pedro.

The Yellowstone is completing her cargo at the North Bend Mill and Lumber company's mill.

JERRY HAYNES' BIRTHDAY

Thursday was "Uncle" Jerry Haynes' natal day. Mr. Haynes is 86 years of age, and his many friends in Coos county will be glad to hear that he is hale and hearty and feeling much better this winter than he has during several months past—since the Point Enterprise.

AT S.S. Jennings

—NORTH BEND, OREGON.

NEW SPRING GOODS
are arriving every day
and we invite your
careful inspection of
both quality and price

- 36-inch Beach Cloths 25c
- New striped Lawns and Dimities 12 1/2c, 15c, 16c
- 27-in. Pebble Silks 25c
- 30-in Japanese Crepes 25c
- New Curtain Serim in white and ecru 15c to 25c
- New Spring Gingham 10c and 12 1/2c
- Children's Gingham Dresses 50c to \$1.25
- New Middy Blouses 50c to \$1.25

ENGINEER HONORED

A. B. GIDLEY ELECTED AMERICAN SOCIETY ENGINEERS

City Engineer is One of Three in Southwestern Oregon—Has High Recommendations

A. B. Gidley, city engineer of Marshfield, has just been elected to membership in the American Society of Civil Engineers. This is one of the greatest honors that can be received by a civil engineer in the United States and it is said that there are only two other members in Southwest Oregon. They are R. H. Corey, general manager of the Coos Bay Water Company, and Mr. Leefer, an engineer employed on the Siuslaw jetties who formerly was interested in government work on Coos Bay.

It is about six years since Mr. Gidley came to Coos Bay where he had been city engineer for some time and also had been connected with the Homestake Mining Company at that place.

Previous to this time Mr. Gidley had practically worked his way through college, working with government surveying parties through the summers in South Dakota. He was a United States Deputy Mineral Surveyor for two state terms, having been appointed in 1898.

Since coming to Coos Bay Mr. Gidley has become known as one of the most accurate civil engineers in this section. Under a previous administration he was city engineer and later became associated with E. G. Parkman in the Parkman-Gidley Engineering Company. For the past year Mr. Gidley has been city engineer of Marshfield.

HUGH HOGAN SOLD

Schooner That Was Built On Coos Bay to Enter Chilean Trade

It is about a year now since the schooner Hugh Hogan, built on Coos Bay, was in grave distress off the Siuslaw bar. Word has just been received that she is sold to W. J. Grace and company to ply out of San Francisco in the nitrate trade in Chile. For several years she has been in the lumber trade out of the Coquille and the Siuslaw.

Abandonment of the port of the law by the Elmore line, except with full cargoes are to be shipped to that port, has been mentioned by that company. The goods shipped to Tilamook and Patsy will continue to serve Yaquina, Umpqua and Coquille ports.

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Free Fares to Bunker Hill

To afford an opportunity to the ladies of Marshfield to inspect our superior line of **SPRING AND SUMMER WASH FABRICS**—and **DRESS GOODS**

—We will refund fares with every purchase of \$2.00 or over. **LADIES SHOULD SEE THIS LINE AND GET PRICES** We are also offering this week the following in **LADIES MUSLIN UNDERWEAR**

- Ladies Drawers 25c and 50c
- Corset Covers 25c and 50c
- Skirts \$1.50, \$1.25, \$1.00 and 65c
- Chemise 85c and 65c
- Gowns \$1.25 and \$1.00

DRESS GOODS
36-inch wide wale white corduroy \$1.25
31-inch wide wale white corduroy 65c

BUNKER HILL DEPT. STORE
W. H. DINDINGER CO. Phone 92