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BABES ARE HUNGRY CAN SHOOT SHAGS

YOUNG MOTHER TELLS JUDGE PITYFUL TALE OF WANT

Father Failed to Come Home and Tent House Is Without Food—No Action Has Been Taken

Telling a pitiful tale of desertion, of want and privation to face with four little children, the youngest only six months of age, a young mother this morning appeared before Judge C. L. Pennock for advice. She said their only home was a tent in West Marshfield and that in it there is not a thing to eat. Her husband is away from home and has been away for some time.

She was a young woman, perhaps 20 years of age, and the story she told was a straightforward one.

Her husband has been and still is working on the road somewhere, getting fairly good wages. Last summer, she said, he used to come home once in a while, but now he has cut out the formality and stays away altogether.

The cries of the little ones for food were too much and she said then she decided to come to the justice court and find out what to do. The judge told her the husband could be arrested for non-support.

"He'd come home and beat my head in," was the objection to this and the matter is to be left until the return of L. A. Liljeqvist.

Meanwhile the woman and four little children remain in the shelter of the tent and the cupboard is bare.

DENIES COQUILLE STORY

ABOUT DAVIS CHILDREN

Mrs. Oman Says Mrs. Elmer Davis Did Not Insect Children But Paid For Care—Now at Work

Mrs. Oman, a friend of Mrs. Elmer Davis, vigorously denied a story that was copied in The Times last night from the Coquille Sentinel concerning the treatment of the Davis children. Mrs. Oman said:

"The story does Mrs. Davis a grave injustice. She is a hard working woman and makes every endeavor to care for the little ones. The boy is four years old and the girl six years old. The father has failed to provide for the family and his whereabouts are now unknown although an effort has been made to compel him to assist them. They lived at Bandon for a time but following the death of her parents, Mr. and Mrs.

HUNTERS MAY SHOOT THESE PESTS FROM MOTORBOATS

Special Permission Is Given by Deputy Game Warden Thomas—Stage Novel Shoot at Lakeside

Shooting of shags on Coos Bay and the waters of Ten Mile and the surrounding lakes is to be allowed from gasoline boats, in fact, from any sort of boats that sail these waters, according to the announcement today of Deputy Game Warden James Thomas. It's a process of extermination, he says, because the shags are of no value as food and are a menace to the fish.

Saturday is the opening day of this free shooting time and July 1 is the closing. He has written the State Commission regarding the matter but believes there will be no protest made against the measure.

The state law provides water fowl can not be shot from motor boats, this for the protection of the ducks. Now the duck season has been closed and so Mr. Thomas sees no reason why this class of boats should not be allowed.

He has word from a Mr. Hester, of Lakeside, telling of a sharpshooting shag hunt to be held there on Saturday and Sunday. The hunters will be divided on sides and the side securing the lowest number of shags will pay for the ammunition of the winning side. He says that anyone from Coos Bay who wishes to enter the tournament may do so. Mr. Thomas expects to go up.

Cox, at Bandon last year, she went to the county poor farm and worked for awhile. For some months she has been on the Bay and is now working in the Coos Bay Steam Laundry, having hired Mrs. Duncan of North Bend to care for the little ones during the day. When she took them there, she paid every cent she had to Mrs. Duncan and had to walk back to Marshfield because she did not have carfare. She is entitled to sympathy; and assistance in her struggle to provide for the little ones instead of thoughtless criticism like was given at Coquille.

PRISONERS TO BE VACCINATED

SALEM, Or., March 1.—With the discovery of two new cases of small-pox among inmates of the Oregon prison, officials of the institution decided today to vaccinate all of the 560 prisoners and also the employes.

OPEN COAL MINES

RIVERTON COAL COMPANY TO SEND PRODUCT TO PORTLAND.

Gasoline Schooner Ahweneda to Maintain Weekly Service—Others May Follow.

A more extensive outlet for the product of the Riverton Coal company has been found in Portland. The gasoline schooner Ahweneda, owned by Captain Morse, of Newport, has been chartered to maintain a weekly schedule between Portland and Bandon and Coquille. The vessel has a capacity of 125 tons.

If this venture is successful it is claimed that more vessels will be secured and put on the run. At the present time the Riverton Coal company is one of the few mines in operation on the Coquille river. It is under the management of Joe McGee, well known in Marshfield.

This mine has been sending occasional shipments of coal into Portland, but had developed no regular trade. Other mines along the Coquille river, but which are now idle are the McGurdy, the Adams and the Eureka mines.

The Ahweneda is well known in Bandon, having made many trips there, especially during the past year though the craft has been laid up through the winter.

The Ahweneda will carry freight for Portland and will supply not only the districts around Bandon, but about Coquille as well, for the craft will go up the river to the county seat.

STAFFORD'S BROTHER WILL BE CANDIDATE

Relative of Marshfield Man Seeks County Superintendent of Multnomah County.

The following from the Portland Oregonian will be of interest here as Chas. H. Stafford is a brother of D. Y. Stafford, of Marshfield, and visited him here last year:

Charles H. Stafford, principal of the Woodlawn school in Portland and well known as an educator, has announced his candidacy for the Republican nomination for County School Superintendent.

"I believe in putting regular school work first, with main attention to the fundamentals," he says in his statement of candidacy. "I have taken a deep interest, however, in manual training, domestic science and school gardens. I have always considered the most important duty of a principal or superintendent that of influencing the morals and character of the pupils by personal contact.

"If nominated and elected I pledge the same grade of work as County Superintendent that I have given the people in my eight years of service as principal in the Portland schools."

Although he has made his own way since he was nine years old, Mr. Stafford has obtained a high school, normal school and college education. He holds a teacher's life diploma in Oregon, awarded him after examination. Mr. Stafford is 29 years old, married and has two children.

His teaching experience consists of six years in the rural schools and four years in the high schools of Illinois, the state where he was born and educated, and nine years as principal of grammar schools, eight of them passed in Portland.

Mr. Stafford has been principal here of three of the largest schools in the city, the Glencoe, Creston and Woodlawn schools. He is now serving his third year as principal at Woodlawn.

KEEPS ONE MACHINE TO KEEP OTHER GOING

J. W. Hildenbrand Has Solved "Perpetual Motion" With One of First Machines on Coos Bay

Darius Green and his flying machine were both wonderful in their day. But the world do move and Coos Bay has something now that eclipses Darius and finds his aeroplane relegated to the scrap books.

Most truly wonderful is the delivery machine of J. W. Hildenbrand, well known hardware man and plumber. Until yesterday there was a mystery about that machine. It always seems to run, even though it stutters and splutters, and it gets there whenever the water pipes burst.

"Greatest wonder of the age," says the oldest inhabitant as he shuffles to the curb to see the machine chug by. And "one lung" coughs in derision at old age and Father Time and ambles up the street.

"Don't see how it does it," says another.

But when someone hauled out onto the sidewalk on South Broadway a hooped up wreckage of the twin sister to "One Lung" the mystery has been solved.

The wreckage appeared in the morning. Two or three people approached it with awe, expecting to

SHIPPING NEWS

FROM AUTO TO SHIP

FRED VERZON WHO RAN EMPIRE AUTO LINE NOW ON HIGH SEAS

Was Formerly With A. M. Simpson Fleet and Is Now Bound for China as Master of Vessel

It is a far cry from the wheel of an auto to the wheel and bridge of a deepwater ship, but this change has just been made by Capt. Fred Verzon who until a few months ago operated an auto stage line between Marshfield and Empire. He had been a sea captain previous to this, and the call of the briny proved too much for him and he has gone back to it.

Friends here have just learned that he was given the captaincy of a ship from San Francisco, went to Seattle and there loaded for the Orient and is now bound across the Pacific. His wife joined him in Seattle for the trip.

Capt. Verzon was at one time in the employ of A. M. Simpson, as mate and captain aboard one of the schooners of the line.

He made many friends here, being at all times very accommodating. At one time he maintained a stage between Roseburg and Marshfield.

KILBURN IS OUTSIDE

Vessel Remaining off Bar on Account of Rough Weather

Because of the roughness of the Coos Bay bar today the steamship Kilburn is lying outside. She arrived off the entrance from Portland at 10 a. m. and will probably be there until the tide begins to flood late today and there is a possibility, according to her agent here, that she will not get in until tomorrow morning.

WATERFRONT NEWS

The Yellowstone, from San Francisco, arrived off the bar this morning and, with the Kilburn, is riding the seas outside waiting a chance to come in.

The Nann Smith is supposed to leave San Francisco tomorrow afternoon for Coos Bay and in all probability will be in here on Saturday. Neither the A. M. Simpson or the Hardy are dug at the Simpson Mill before Monday.

HARDWICK'S NEW SHIP

There are many persons on Coos Bay who remember Capt. George E. Hardwick, former master of the steamship Alliance that plied in here for years. Friends here have received word that he is now skipper of the steam schooner James S. Higgins, plying out of San Francisco to California points. The James S. Higgins is about the size of the Westerner that is well known on Coos Bay.

DEMAND FOR SHIPS GREAT

Pacific coast shipbuilding yards are having the greatest era of prosperity they have ever had and still the demand for ships cannot be filled. Word from the east coast is to the effect that some contracts for vessels are being made for deliveries two and three years from date.

The Texas Oil company wanted three new tankers. The officials leased the entire shipyards at Bath, Maine, former home of America's clipper ships that is now almost deserted, and will build the bottoms there.

Eight new ships were required by the Standard Oil company. It is leasing sites on the Atlantic coast and will construct its own boats, being unable to let contracts.

At Detroit it is stated there are 20 big ships building on the Great Lakes, most of them being for vessels between 6,000 and 12,000 tons.

The prices of the ships have advanced in many cases to double over what they were two and three years ago. Should the war stop now, say marine men, the demand for ships would continue, thus indicating that the building era is not entirely dependent upon the European situation. The result will be the putting back of the American flag and merchant marine on the Seven Seas.

find beneath the wheels a mangled dying chauffeur and take his last word to his wife and little ones.

They were disappointed. "What and whose is it?" they murmured. "Hist," said the Man Who Knows. "Sh-sh, I'll let you in on it. That's Hilde's machine. That's where he gets all the parts to make old 'One Lung' go."

And he pointed down to show where bits of wire and string were missing, and one axle was gone, and the horn and half a dozen other parts and Hildenbrand's system of perpetual motion has been discovered.

REPAIRS WERE COSTLY

Terrific Wind Did \$10,000 Damage to French Bark in Recent Gale.

"It's an ill wind that blows no good," was a true enough adage in the case of the French bark Bayard that recently struck a 90-mile gale north of Coos Bay and finally limped into San Francisco in a much battered condition. It will cost between \$10,000 and \$12,000 to repair the vessel, according to word from the south.

This was the same gale, on the night of January 24, that disabled the steam schooner Centralia and wrought havoc with several other vessels.

The Bayard split her foremast, lost the foretop mast, the forelower and foreupper topmasts. Also the fore royal and fore topgallant yards were carried away in the blow, and the sails with them. The bark was bound from Portland to England with grain.

SELL TO RIVALS

When the Pacific Coast Steamship company sold the Eureka the other day for \$250,000 the officials had not an inkling of an idea that their rivals, the Alaskan Steamship company, was the real purchaser. They found it out too late.

The craft is an iron vessel of better than 2,000 gross tonnage and with a length of 237 feet. A vessel of this same name, belonging to the North Pacific Steamship company and formerly running to Eureka, was wrecked in the Golden Gate a trifle over a year ago. The vessel is now on the Atlantic coast, bound to the Pacific with a cargo.

LUCKY BARK RETURNING

The Norwegian bark Olvebank is returning to Portland for a cargo of grain. She left Callao on February 17, having called there for fresh provisions as five of the crew contracted beri-beri on the long trip around the Horn from Rotterdam.

The Olvebank is a lucky vessel. Several years ago, while sailing under the English colors out of Glasgow, this same four-masted bark was caught in a severe blow a short distance out of San Francisco and though the entire port watch of 14 men were swept overboard, the ship miraculously escaped.

A heavy sea was taken over the weather rail in that blow and the entire forward house swept clean from the decks.

Since that time the Olvebank has been acquired by Norwegian interests and comes to the coast under a new flag.

MONEY IN SHIPPING

When a steamship that, as in the case of the Robert Dollar, cost only \$250,000, sells for more than a million, a faint glimpse is caught of the enormous profits which ship owners are now garnering. An offer of a million for the Robert Dollar was recently refused because she was earning a profit of \$250,000 on the voyage on which she was about to depart. The ship trust planned well when it beat the administration's ship purchase bill in the American congress.—Journal.

ANVIL HAS BEEN SOLD

The gasoline schooner Anvil, very well known on the Oregon coast, has been purchased by Mexican financial interests for \$15,000 and will be used in the Mexican trade. She is now in Portland, where she has been tied up for several months, and is being put in ship-shape order for the trip south.

Formerly the Anvil operated on the Portland-Bandon run. She is a staunch craft of 276 net tonnage and with a length of 116 feet, built at Seattle in 1905.

This is the last of the idle ships about Portland. It is only a short time ago that the little steamer Golden Gate was bought in Portland and taken south. She put into Coos Bay, in command of Capt. Bob Jones, for water.

The Anvil is known on Coos Bay, having been in here on several trips.

AMONG THE SICK

Mrs. D. A. Jones is confined to her home as a result of complications from an ulcerated tooth.

Mrs. C. H. Douglas, who resides on Commercial near Fourth and who underwent an operation for tumor at Mercy hospital a week ago is reported to be doing nicely.

Chester Gary came down from Allegany this morning to receive treatment for an injury to his arm, the member being badly bruised as a result of a log striking it.

Mrs. J. A. Goodwill who has been quite sick at their South Coos River home, is reported improving.

Buster Brown Shoes

For Boys and Girls

—Our spring line is complete with all leathers and styles, in pumps and shoes.

—The manufacturers of BUSTER BROWN shoes have reduced their prices about TEN PER CENT and you get the benefit of this reduction.

—You get more genuine shoe value in BUSTER BROWN shoes than any other children's shoe made.

A new shipment of all sizes in Tennis Shoes for Men, Women, Boys and Girls just in.

The Golden Rule

FIRST NATIONAL BANK BLDG MARSHFIELD ALW AYS BUSY.

ROAD TAXES ISSUE GOODS GO HIGHER

EUGENE CITIZENS TO ENJOIN LEVY IN CITY FOR RURAL TROADS

Declare That City Has to Pave Its Own Streets and It Is Not Fair To Be Taxed for Others

The following from the Eugene Guard will be of interest here as the same problem is now confronting Marshfield, the Coos county court refusing to expend any of the road taxes paid in the Marshfield district in the section in which the money is raised:

With but two dissenting votes out of thirty, it was decided at a meeting last night to start suit, in the name of some city taxpayer, to enjoin the levy of two mills, as adopted by the county court in its proposed 1916 tax budget.

By invitation the thirty taxpayers met at the office of City Attorney O. H. Foster yesterday afternoon at 5 o'clock to discuss the budget as adopted by the county court. Mayor W. A. Bell presided. The item in question was whether the incorporated cities of the county should pay a levy of two mills for road purposes outside of the city.

JUDGE WATKINS' VIEW

Editor Times: I have read with much interest what is alleged to have been said before the Marshfield City Council with reference to the disposition of certain taxes. Wait a minute! On page 133, Oregon Session Laws, 1915, is an act which in effect provides that municipalities shall constitute road districts and that 70 per cent of certain road fund taxes shall be expended therein. But on page 255 of the same book is another act which the Supreme court has recently held has effectually shot the former act full of holes: State ex rel. Brady v. Lightner, etc., 152 Pac. 232.

That was a mandamus proceeding, instituted by Attorney General Brown for the purpose of reconciling these two acts, and in view of what the Supreme court did to him in that case, he speaks advisedly and is perfectly justified in rendering an opinion "that the County Court has entire control of this money."

I sincerely wish Marshfield could get a share of this road fund, for in that event Eastside would also be a beneficiary.

But it is always wise to "never begin that of which thou hast not well considered the end," and the "end" in a mandamus proceeding in this matter, so far as the city is concerned, would certainly be the rain barrel. Nix on the mandamus! where is the soothing syrup?

GEORGE WATKINS.

WOMAN AND 8 GET NAME

Mrs. Bumgarner is Now Mrs. Gardner; Husband Alleged Insane BAKER, March 1.—Granting the petition of Mrs. Nannie Bumgarner, County Judge Messick issued an order authorizing a change of name for Mrs. Bumgarner and her eight children to Gardner, to go into effect with the proper posting of the change as required by law.

The order was made on Mrs. Bumgarner's representation that her husband, since divorced, was insane at the time of their marriage and believed his name to be Bumgarner, whereas in reality it was Gardner.

Dr. D. C. Vaughan, Dentist, Room 20, First National Bank building

Times Want Ads for results.

MERCHANT SAYS RETAIL STORES MUST ADVANCE PRICES

Points Out That Wholesale Cost of Nearly Everything Has Been Advanced by Manufacturers

"An advance in all kinds of merchandise is bound to come in the future, but the consumer will be prepared for this general increase in price," remarked a prominent merchant.

He has made a study of local conditions and is not discouraged by prospects for a future advance in prices. He believes this will result from the war, but says all will benefit from it eventually.

"The prospect for a revival of all kinds of business on the Pacific coast looks very encouraging," he continued.

"The awakening of the lumber market which is our chief industry will fill the vacant spot which is now felt in all walks of life."

"The greatest trouble of the wholesalers and manufacturers is in supplying the demand. My authority for these last statements is from the Daily Trade Record, a magazine published in New York, and from personal interviews with representatives of eastern concerns that visit almost every state in the Union, and through letters received direct from manufacturers, who in many instances are unable to fill orders placed with them owing to the increased demand from foreign markets for our products due to the scarcity of skilled labor and shortage of dyestuffs.

The almost complete exhaustion of imported dyes, used in the manufacture of the greater percent of fabrics from which the garments are made, is also one of the most important factors in the decided advance in price of practically every article of wearing apparel.

"The retail merchant is the first to feel the effect of an advance in price. He has to pay this advance price which may be only a few cents on a considerable sum in buying a stock of goods. For many of the articles contained in a stock of goods the merchant stands this advance and adds to his trade at the old retail price, but finally he is forced to another rise and then the goods must be sold at a new price.

"All kinds of merchandise is sure to advance, but conditions generally are nearing the point that will prepare the consumer to meet this advance."

MASTER FISH WARDEN RESIGNS

Office May Be Abolished by the Oregon Commission

PORTLAND, Or., March 1.—At a special meeting of the state game and fish commission here, H. L. Kelly, master fish warden, tendered his resignation. Members of the commission said that it would be accepted. Mr. Kelly has been in ill health for some time.

It is understood, however, that the commission will abolish the office and assigning its duties to the game warden and the superintendent of hatcheries.

Libby Coal, \$5.00 ton. Phone 72.

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THE ECONOMY STORE

Where you will spend the Least, and get the Most for it.

Boys' Percal and Chambray Waists, 25c to 35c values; pretty patterns, only **19c**

Men's Seamless Fast Black Sox, the well known "Monarch Brand," were 15c, now, pair **8c**

Boys' Black Waterproof Hats, best quality; on sale at **19c**

Men's Real \$1.25 Wool Underwear, all sizes in grey or browns, on sale at **79c**

One lot of Infants' Pretty Blankets, in pinks, blues or tans; values to 65c, now **29c**

JUST ARRIVED—A large lot of Navajo Indian Moccasins OUR PRICES ARE RIGHT.

THE FAIR Next to Chandler Hotel. Central Avenue Satisfaction Always or Your Money Refunded