

TELLS OF WARFARE

YOUNG CANADIAN SOLDIER WRITES FROM TRENCHES

Warms Himself at Stove Made of 10-Gallon Milk Can—Jeeps Careful Watch for Snipers

Water stands deep and cold in some of the trenches of the western front "somewhere in France" according to letters received in Marshfield from a young Canadian soldier at the front. His story, simply told, is one of privation, of hardships and exposure.

"We are getting quite indifferent now to the shell fire," he insists. The remark is prefaced by another telling of how he has been for weeks within rifle range of the German trenches. "We have to be careful and not show ourselves in the day time for the snipers get busy then, though.

"These snipers have their rifles fixed in loopholes through which they shoot. All of them are picked shots. Sometimes they get sniped and that is a bit of their own medicine."

He tells of working parties, day and night, that work about through the trenches, bringing up supplies and ammunition and oftentimes in the dark, creeping out to put up or repair barbed wire entanglements in front of the trenches.

Shoot Lots at Random

"Night work is the most dangerous, I think," runs the letter, "for we are out in the open more, although unseen, all sorts of bullets come our way as the Germans shoot a great deal at random, in the hope of hitting someone, I guess.

"In some places our trenches are only 50 yards from those of the 'Sausages,' and 300 to 400 yards in other places." Even this latter distance, one can easily figure, is not too far for one to see clearly across and hunters will admit that plenty of deer have been dropped within this range.

Send Up Flares in Dark

But in the night work there is something more to contend with than the ordinary "random shots." "German flares go up every few minutes, lighting up the trenches as though with daylight. Everyone working in the open often throws himself flat on the ground and waits until it is dark again."

There is a touch of monotony in the young soldier's description of this trench warfare for he says, "The Germans do exactly the same as we do in every respect," and every day seems to bring its shell fire at certain hours, with lulls and the working parties continually busy.

Makes Stove of Tin Cans

And yet he fails to see very much ludicrous in the description of his camp for the description is given very much as a matter of course. Once in a while the soldiers have a chance to get out of the trenches and stretch their legs back of the lines. Generally they work in two shifts, one in the day the other in the night.

He says of his camp, "We are camped in tents, but are very snug. We made a stove out of a 10-gallon milk can and the stove pipe out of bully beef tins. Even if we do get soaked with mud and water at times we generally manage to get dried out when we reach camp."

Gets Ram Daily

He speaks of a daily ration of rum, explaining "the rum is given to us as a stimulant and we sure need it at times when we get wet and cold. Some of the Canadian people resist the booze about it, said it was unnecessary and had a tendency to teach the boys to drink; it's a pity they couldn't take their turn in the trenches and then when the ration of rum comes round, I'll bet there would not be a one that would refuse."

Meets Brother in Trench

One day this young soldier was able to get a few hours leave and went further down the trenches where he met his brother, Jim, who has been twice wounded and is back for the third time. "He was wounded at Festubert and passed at Ypres," says the letter.

Ordinarily the food is good, he says, and tells that they get a pound of meat a day, the same of bread; two ounces of butter and tea, four ounces of jam, besides salt, pepper and mustard. The value is about 23 cents a day per man and 11 cents more is allowed for extras, such as vegetables.

Gets Parcels From Home

But in spite of the fact that his family sets forth the rations and says they are plenty, he finds that certain parcels from home ever and anon are mighty welcome and sends thanks for a package of oranges and several sorts of goodies. Also a pair of shoes received a warm welcome and socks as well.

And he asks that some tooth paste be sent him, "something that will go well with cold water."

The letter shows in a clear way the daily, and sometimes uneventful, life of the trenches and through the whole description there runs a cheery note despite the fact that he mentions he has made his mother his beneficiary "in case anything should happen."

OSBORNE IS FREED

SING SING WARDEN WHO WAS INDICTED FOR PERJURY

New York Supreme Court Dismisses Charge—Prison Reform Movement Was Cause

(By Associated Press to Coos Bay Times.)

WHITE PLAINS, Mar. 15.—Supreme Court Justice Tompkins today dismissed the indictment charging perjury against Thomas Mott Osborne, former warden of Sing Sing prison.

When Thomas Mott Osborne, wealthy retired manufacturer, lecturer, writer, Harvard graduate, twice mayor of Auburn, N. Y., and 1916 Dodge lecturer at Yale, withdrew last December as warden of Sing Sing prison at Ossining, New York, Governor Charles E. Whitman announced that he assumed that Osborne would be acquitted if acquitted of the charges contained in two indictments which had just been brought against him by a Westchester county grand jury which for six weeks had been investigating conditions at Sing Sing.

The indictment accused Osborne of perjury. The other pending bill charges him with neglect of duty and immorality.

During his stewardship of approximately thirteen months at Sing Sing, Osborne organized a system of discipline, a personal-dealing method of conducting convict government, known as the Mutual Welfare League. This institution, under which the responsibility for their conduct was imposed upon the inmates, was the outgrowth of a similar association which Osborne had, while chairman of the State Commission on Prison Reform, organized at the state prison at Auburn after he had for six days lived a convict's life at Auburn under the name of "Tom Brown," in the fall of 1914.

A previous investigation conducted by Dr. Rudolph Diedling, a state prison commissioner, had revealed that of nearly a score of convicts admitting immorality, some were officers of the Mutual Welfare League and had confessed to Osborne. Arguments on the motions to dismiss the indictments indicated that the perjury charge hinges on Mr. Osborne's grand jury testimony that "there is no immorality case"—that is, whether Mr. Osborne had knowledge of such cases as existing at the time he was testifying.

Many of the convicts have been indicted, charged with immorality, prior to the two bills brought against Osborne. In February, Nathan Kaplan, the first of those to be tried, testified in Supreme court here that he had been "framed" by Osborne's enemies. The verdict in Kaplan's case was acquittal.

WAGES TO BE INCREASED

Announcement is Made by the Booth-Kelly Company

SPRINGFIELD, Ore., March 15.—Announcement was made by Superintendent O. J. Jarrett, of the Booth-Kelly mills at this place, that beginning March 15, an increase in wages would be allowed all employees of the company. This announcement was made on instructions from the general offices at Eugene.

In the re-adjustment of wages it is expected that the average increase will amount to 10 per cent. This will apply to all employees of the Booth-Kelly Lumber Company, although it is said that a few will receive an increase somewhat less than that amount.

Beverly Dance, Simpson Pavilion, has been postponed to next Saturday evening.

Lobby Coal, \$5.00 ton. Phone 72.

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OUR 1916 CATALOG
A reliable guide for Northwest growers

PORTLAND SEED CO.
104 PAGES

SHIPPING NEWS

NEED MORE WATER HURT ON ROANOKE

BOATS FROM INLETS FIND THE WATER VERY SHALLOW

Are Now Following Tides Very Closely in and Out in Order to Keep Clear of Mud Shoals

Shallow water in many of the inlets tributary to Coos Bay continue to hamper the freight and passenger boats, some of them often being delayed on their way to and from the city.

At one time many of these boats left on a certain schedule, irrespective of the tides, but of late they have taken to following the tides so that they can get to and from their landings without being stuck in the mud shoals.

Trouble is being experienced on North Inlet, on Haynes Inlet and also on Willameh, according to the statements of the owners of boats. Delegations have been before the Port Commission for two meetings asking that relief be given them, that a dredge be sent in to clean out the channels.

The matter was taken up at the Port meeting yesterday. The Commissioners then declared that nothing can be done on Haynes Inlet until some of the objecting property owners agree to allow the shikings from the dredges to be deposited on their lands.

MAKES GOOD TIME

STEAMSHIP ABOUT EQUALS ORDINARY RUN FROM SOUTH

Statistician Figures Out Kilburn and Beakwater Equal Time of Tonnage on Coast Roads

Captain Thomas McLellan, of the Kilburn, is not given much to boasting, but after completing an unusually good trip to San Diego and way points, returning here on time he could not refrain last night from a rather startling statement. He said that his ship comes as fast from Southern California as the ordinary touring machine, providing the machine would make stops of durations similar to the length of time the vessel is in port.

There were haw-haws when the skipper spoke and the proverbial statistician immediately hauled a pencil stub from his vest pocket and set to work, figuring all over the blank side of his laundry bill envelope.

A change of expression came over his face as he figured. The derisive grin disappeared, calculating rather into one of a sheepish turn.

He found that it is approximately 1,260 mile from San Diego to Portland, on schedule the vessel, in six days on the trip to Portland. Out of this total 144 hours must come the stops that are made in the various ports. Last night the Kilburn was here about 12 hours, perhaps the longest stop of the trip, yet all in all it gives the vessel the rate of about 13 miles an hour.

Autocrats average little more than this in the ordinary touring runs over the coast roads, a fact that indicates that a water route is not so bad as it might seem at first.

ELDER COMES BACK

The steamship George W. Elder is returning from South America to take the run of the steamship Roanoke, also of the North Pacific Steamship Company, between Portland, San Francisco, Santa Barbara, San Pedro and San Diego. She will leave Portland March 19 on her first trip south. The Roanoke has been chartered for a trip to the Orient.

For several months the Elder has been under charter to the South Seas Navigation Company for trading in Mexico and South America at what is said to have been a very good charter price. It is almost a year since the Elder was taken off the Coos Bay run to Portland and back.

SWEDEN WILL FIGHT TO MAINTAIN HONOR

Violation of Neutrality Alone Will Cause War, Says Swedish Statesman

STOCKHOLM, March 15.—"Sweden is just as determined as she was 18 months ago not to interfere in the war, so long as she can maintain her national honor and dignity," said Eric Trohle, formerly Swedish minister of foreign affairs and late minister to Germany, discussing the country's policy.

"The only consideration on which Sweden would end her neutrality would be one involving violation of her sovereign rights by belligerents. I do not believe, however, that any of the belligerents would take the risk of adding to the enemies they have at present. The Swedish government and people are unanimous in favor of peace, but not of peace which means a sacrifice of rights."

OSCAR RYDEN AMONG THOSE INJURED IN ACCIDENT

Arrives Here to Visit With Wife's Folks at Empire — One Seaman Was Lost

Oscar Ryden arrived on the Bay this week to visit with Mrs. Ryden, who is visiting her parents, Mr. and Mrs. A. Bery, while recuperating from injuries sustained in an accident on the steamer Roanoke. He was not seriously hurt.

One man was washed overboard, two more narrowly escaped drowning and some damage was done to the steamship Roanoke, of the North Pacific Steamship company, on her last trip to San Francisco from the Columbia river.

There was a heavy wind at the time from the southeast and swells from the southwest and the northwest, what seamen term a "cross sea."

Several of the crew were working on the deck when a big green roller was shipped over the stern and came tearing down the decks, forward. August Olson, seaman, was swept to the lee rail where he grabbed a stanchion and a moment later another member of the crew, clinging to the captain, drew him back to safety. No sooner was this done than there followed another big sea and Olson was washed overboard, unconscious, and soon disappeared from sight.

The Roanoke is now loading in San Francisco for the Orient, being under charter.

WAND IS LABELLED

Vessel Which Formerly Ran to Coos Bay is Held

A dispatch from Seattle has the following which will be of interest here as the Wand formerly ran to Coos Bay:

The Pacific Alaska Navigation Company, owners of the Admiral Dewey, which picked up the Wand, and of the Aroline, which towed the hulk to Eagle Harbor, filed a libel for \$40,000 for salvage against the Wand, and the United States Marshal's office took possession of the latter. The libelant alleges that the Wand would have been totally lost but for the assistance of the Admiral Dewey, off Cape Flattery.

SAN RAMON CHANGES

Vessel Built on Coos Bay to be Put on New Run

The Portland Telegram says: After discharging a general cargo at Portland the steamer San Ramon, Captain Jamieson, due from San Francisco today, will go to Grays Harbor to load a cargo of lumber for Mexico, making another coaster temporarily withdrawn from service between here and California. She is operated by the Parr-McCormick line. The San Ramon carries passengers. She has been bringing general cargoes North and returning with lumber.

MAY SELL THE LAWRENCE

There is a possibility that the big barge Lawrence, of the Tidewater Mill and Lumber company, owned by Porter Brothers, on the Sluslaw, is to be sold.

Harry J. Kimball, U. S. deputy collector of customs, has received a wife from the owners to send immediately the certificates of ownership. The barge has been taken to Portland for inspection.

The craft is well known here, having formerly been in here frequently with lumber from the north. She has a large capacity and is a staunch and well built barge.

Beautify Your Home

An easy chair or an extra rocking chair often adds so much to the appearance of the sitting room or parlor. Besides the appearances, it increases the comforts of the home.

Come in and let us show you our large line.

It will soon be time for the spring housecleaning and you had better figure on the extra furniture or new pieces you will need to make the changes you desire.

Going & Harvey Company

North Front St., Phone 196

THE man that don't build castles in the air don't build any with bricks, an' thar's no better air castle building material than VELVET.

Velvet Joe

A man who knows pipe tobacco won't fail to "catch" the aged-in-the-wood mellowness of VELVET, the smoothest smoking tobacco, the very first time.

10¢ Tins and 5¢ Metal-lined Bags

Better Meats That's What You Want

THAT'S WHAT WE GIVE YOU. It is our constant endeavor to give you the best the market affords and our large number of regular patrons assure us that we are succeeding. If you are not a regular patron here, you had better arrange to be. It will benefit you and benefit us. All kinds of FRESH MEATS, Smoked Meats, and other lines found in a first class Meat Market.

PHONE US YOUR ORDER

TWO PHONES — 48 AND 58

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

OCEAN BEACH AUTO LINE

Leave Marshfield at 7 a. m., and returning leaving from Empire at 8 a. m. Leave Marshfield at 11 a. m. and returning leave South Slough at 1 p. m. Leave Marshfield at 5 p. m. and returning leave South Slough at 6 p. m.

INTER-OCEAN TRANSPORTATION CO. S. S. Nann Smith Passenger and Freight From San Francisco, THURSDAY, MARCH 16, 1916, at 3 P. M., FOR COOS BAY

S. S. Adeline Smith Passengers Only SAILS FOR SAN FRANCISCO BAY Every FIVE DAYS, from SMITH MILL DOCK PHONE 44, SMITH TERMINAL DOCK C. F. McGEORGE Passenger and Freight Agent

Condensed Statement of the Condition of

THE FIRST NATIONAL BANK of Coos Bay

MARSHFIELD, OREGON, at the close of business March 7, 1916

Resources	Liabilities
Loans	Capital Stock
Overdrafts	Surplus and Undivided profits
Bonds, warrants and securities	Circulation outstanding
Real Estate	Deposits—
Furniture and Fixtures	Ind
Cash and Sight	Bank
Exchange	Total
Total	Total

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We are now prepared to furnish GRAVEL in any quantities from pile in our yard or in carload lots, at following prices:

From pile on ground, \$2.95 per yard.
Cartload lots, taken from cars, \$2.00 per yard.
Retail Department.

C. A. Smith Lumber & Mfg. Co.
Opposite Post-Office. Phone 100.

EXPERT WELDING of METALS

Steel, brass, cast, iron and aluminum castings made like new

DEMONSTRATIONS DAILY.

Koontz Garage
Phone 180-J. North Front Street

PROFESSIONAL DIRECTORY

Dr. A. L. Houseworth, Physician and Surgeon Office: Irving Block. Office hours: 11 to 12 a. m.; 4 and 7 to 8 p. m. Phone: Office 134-J; Res., 148-L.

J. M. Wright Phone 180-J BUILDING CONTRACTOR Estimates furnished on request

Dr. H. M. Shaw Eye, Ear and Throat Specialist GLASSES FITTED Phone 330-J, Rooms 200-201 Irving Block.

DR. MATTIE B. SHAW, Physician and Surgeon Phone 330-J.

H. G. Butler CIVIL ENGINEER Room 304 Coke Bldg. Phone 164-J. Residence Phone 353-L.

W. G. Chandler ARCHITECT Rooms 301 and 302, Coke Building, Marshfield, Oregon.

TIME TABLE WILLAMETTE PACIFIC MOTOR CAR

Leave Marshfield	Leave North Bend
6:45 a. m.	7:00 a. m.
7:45 a. m.	8:00 a. m.
8:45 a. m.	9:00 a. m.
9:45 a. m.	10:15 a. m.
10:45 a. m.	11:00 a. m.
11:30 a. m.	11:45 a. m.
12:50 p. m.	1:15 p. m.
1:45 p. m.	2:00 p. m.
2:45 p. m.	3:00 p. m.
3:45 p. m.	4:00 p. m.
5:00 p. m.	5:15 p. m.
5:40 p. m.	5:55 p. m.
6:55 p. m. North city limits only.	
7:30 p. m.	7:45 p. m.

WEAVING—All kinds a specialty. Mrs. W. W. Nason, 680 12th Courth. So. Phone 220-R

HAVE THE ROOF FIXED NOW See CORTELL Phone 3171

DRY WOOD at Campbell's Woodyard North Front Street Phone 379-J

SAVE MONEY by ordering the famous HENRYVILLE COAL Nut coal, ton, \$4.00 Lump coal, ton, \$3.50 Or half ton of both, \$4.75 D. MUSSON, Prop. Phone 18-J or leave orders at Hillier's Cigar Store

DUNGAN UNDERTAKING PARLORS will be kept OPEN TO THE PUBLIC A regular state licensed undertaker will be in charge Phone 195-J

FARE TEN CENTS City Limits North Bend, Se 20 COMMUTATION TICKETS, \$1.75 20 Marshfield-North Bend Auto Line Cars every ten minutes from 6 a. m. to 12 midnight; to South Slough once a day, leaving at 11 a. m.; to Empire three trips a day. GORST & KING, Props.

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

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