

COOS BAY TIMES

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Official Paper of Coos County Official Paper City of Marshfield

Entered at the Postoffice at Marshfield, Oregon, for transmission through the mails as second-class mail matter.

An Independent Republican newspaper published every evening except Sunday, and Weekly by The Coos Bay Times Publishing Co.

SUBSCRIPTION RATES. DAILY. One year \$1.50 Per month \$0.15 WEEKLY. One year \$6.00

PROSPERITY PUSHING AHEAD.

BADSTREET'S reports continue to tell a tale of continuous progress in prosperity. One of the latest is as follows:

"Trade reports vary little in tenor from those of preceding weeks, the story they tell being one of sustained activity, with production much below demand. Buying in most parts of the country proceeds on an extensive scale, car-shortage and embargoes have become serious, vessels to take out exports are lacking, the scarcity of dyestuffs is acute, labor is in scant supply, jobs are more numerous than seekers, wages keep on rising and large employers find it more profitable to placate their employees than to resist their demands. Better employment at relatively high wages has brought on increased demands for staple articles and enlarged savings accounts. In fact, banks practically everywhere are surfeited with money, there is more doing in real estate, the leading producer of steel reports record orders on its books, pig iron is being produced at an unprecedented rate, current sales of the metal are heavy, mills making finished steel are heavily oversold and such extraordinary necessity for it exists that shippers cannot wait for nature to thaw the ice-clogged shipping ports."

Pretty encouraging that, and in marked contrast to reports issued by the same authority a year ago.

And locally, one has but to look about him to see what is going to happen here on Coos Bay and in Coos county. Everyone is declaring that "Business is Better" and the prospects never brighter. There is a better spirit, a better sentiment, actual optimism, and a lot of things have happened recently that look like ready money. The increase in wages at the Smith mill, the opening of mills long shut down in the Coquille Valley, the continued improvement in the lumber market, all tend to give the future a rosy hue. There is wide activity along all lines all over the country and it is coming to Coos Bay, too. No one can doubt it who can read the signs of the times, and it is a near-sighted man who cannot read them. Sixty days will make a lot of difference in Coos county, and let us see what ninety days will bring forth.

MARSHFIELD A CITY BEAUTIFUL

By Helen Gilverson

MARSHFIELD has a very beautiful location for a city. The Bay in the foreground and the hills in the background are all that is needed for an attractive setting.

But the city itself is ugly. It needs cleaning first, and then beautifying. If every yard was kept clean and rid of all cans and old trash it would add so much to the looks of the city.

A nice green lawn and flowers add so much to a yard. For example, a house that is rather dilapidated will look considerably better if surrounded by a lawn. A few bright flowers also take away the gloomy atmosphere.

Then, Marshfield needs better looking streets. If one-third of the people who own parkings would plant trees in them, the streets would be much more attractive. There are a few such places in Marshfield already and everyone who passes them either says or thinks, "My how pretty!" and it wouldn't take much effort for all the city to be thought of in the same way.

Marshfield also needs a park or a playground for the children. As it is, most of them who have no yards play on the streets. There are plenty of places for a park, and a few swings and other playground things would make the children happy and add a great deal to the beauty of the city.

There is altogether too much paper and rubbish on the streets. If every one thought of how ugly this made the streets they would not throw these things about. If every person did his part it would not take long to make Marshfield a "City Beautiful."

SHIPPING NEWS

MAKES QUICK TRIP KILBURN ARRIVES

NANN SMITH IS 32 HOURS FROM GOLDEN GATE TO BAR

Steamship Brings 200 Tons Local Freight From Oakland—To Make Three More Voyages

It took the Nann Smith just 32 hours from the Golden Gate to the Coos Bay bar, one of the best trips of the season. The vessel came in at 6:30 this morning and is expected to leave out tomorrow at 9 a. m. for Oakland again.

There will be three more trips of this vessel before she leaves on her Oriental charter for a period of 90 days. She is still being unloaded by employees of the C. A. Smith mill, the longshoremen maintaining they are through with her.

The arrivals from the south were: Mrs. A. Dien, Celia Dien, Celia Dayon, Ed Wilson, W. C. Laird, W. B. Miller, Mrs. W. B. Miller, Harry Smith, Eddie Williams, R. F. Goodrich, Mr. J. A. Mackie, William Gee, F. Newman, J. P. Hammer, J. Wood, Frank Armstrong.

TELLS OF VOYAGE

MEMBER OF BARNACLE CREW TO FACE NEW CHARGE

Was Just Released From Alameda Jail on Counterfeiting Charge—Barnacle Sold

It is 14 months since the Barnacle, of Coos Bay, a craft of 32 feet, put out to sea in her brief, but eventful voyage. This morning one member of the original crew, Ed Wilson, returned, bringing his story of the trip and its sudden termination.

He came from Alameda in custody of Deputy Sheriff W. C. Laird, having been only a few days ago liberated from the Alameda county jail where he served ten months on the charge of counterfeiting. In jail with him were Frank Harris and Claude Allen, confined there on the same account. Wilson comes back now to face a charge of non-support of his wife who is divorced from him and with whom he has not lived for a considerable length of time.

Dave Post and Sid Wilson escaped the counterfeiting charge. He said the Barnacle went for attorney fees and was sold for \$800.

SHIPS SCARCE FOR MANY GRAIN CHARTERS

Wheat Exporters on Columbia See Arrival of Time to Bind Charters But No Boats to Charter

Exporters of the Washington and Oregon grain crops find themselves confronted with a serious situation. The time is here for them to make their charters for moving the coming grain crop, but there are no boats to charter.

Not in years has there been a situation equaling the one now prevailing. The fact there are thousands of ships interned in neutral ports has much to do with the situation. Under ordinary conditions these vessels would handle the trade.

War shipments from the east into Russia is taking many ships from their normal routes. The opening of the Panama Canal to the larger vessels may aid materially in relieving the situation.

However, it is expected that the result will be a still further boost to the already much boosted freight rates, though exporters will undoubtedly have to wait this year before making all their charters.

COOS BAY COUPLE WEDDED IN COQUILLE

Miss Lucy Bonebrake Returns From Coquille as Mrs. Guy Churchill—Make Home on Farm

There was an air of mystery about the trip of Miss Lucy Bonebrake and Guy Churchill to Coquille on Thursday. They returned that evening, married and before the news could spread among their many friends, they were already at their home on Shinglehouse Slough where the groom had previously rented a farm.

Mrs. Churchill is a daughter of Mr. and Mrs. C. L. Bonebrake of this city. Mrs. J. J. Kindle, of Bunker Hill, is the mother of the groom. Until recently Mr. Churchill has been employed at the C. A. Smith mill.

MR. AND MRS. DAVIS HOWARD returned last evening from their honeymoon trip to Bandon and today left for Hauser to break the news of the event and to make their future home there on the farm of the groom.

STEAMSHIP LAYS OUTSIDE 18 HOURS WAITING TO COME IN

Brings Good Sized Passenger List and Much Freight—Leaves for San Diego Late Today

After an uneventful trip from Portland, the steamship F. A. Kilburn crossed in this morning at 7 o'clock. She arrived off the bar at 1:00 p. m. yesterday but was unable to then come in. She brought a good passenger list and 350 tons of local freight.

Aboard the vessel were quite a number of passengers billed through to southern California. The ship left today about 5 p. m. for San Diego and way points.

The arrivals were: Mrs. S. H. Leland, Mrs. J. N. Watt, W. F. Magill, Mrs. J. A. Melquist, J. A. Melquist, Doris, Melquist, J. B. Johnson, W. A. Kirkpatrick, A. B. Reynolds, Mrs. Carl Stolzenbach, L. B. Murphy, Geo. Hooper, Anna Hooper, O. Hooper, B. Hooper, J. Hooper, Hugh Wallace, F. McCampbell, E. H. Howell, C. H. Pankon, Mary C. Ayres, J. C. Bowers, E. C. Alford, E. D. Martin, B. Mills, Mrs. J. H. Stadden, R. A. Hutchison Oscar Rinne, S. Rinne, H. Saari, J. J. Evert, Janne Millquist, D. Shanfeld, Sam Nass.

SHOW FAST HEELS

NORTHERN PACIFIC PASSES SHIP FOUR TIMES IN ONE TRIP

Steamship Melville Dollar Humbled by Jim Hill Boat Flying Between Astoria and San Francisco

During one of her recent round trip voyages to San Francisco from Astoria, the turbine Northern Pacific, Captain Al Hunter, passed the steamship Melville Dollar four times, causing the master of the latter craft to inquire late of Captain Hunter how many steamships the Great Northern Pacific steamship company was operating between the two ports.

When nearing Golden Gate, the Northern Pacific passed the Melville Dollar as she was just starting on her northward voyage. The turbine reached her berth in San Francisco on time, took on a cargo and passengers and started back to Astoria, passing the Melville Dollar for the second time 80 miles up the coast, despite the fact that a heavy nor-wester was blowing.

Arriving at the terminals at Astoria, the Northern Pacific discharged her cargo, took on some more and a big passenger list and started out again, passing the Melville Dollar for the third time, 160 miles south of the Columbia river lightship when the Northern Pacific returning from San Francisco, passed the vessel for the fourth time.

MAKES HALF MILLION DOLLARS IN 3 MONTHS

Portland Flour Man Makes Fortune On December Steamboat Purchase

It was the latter part of December that T. B. Wilcox, of the Portland Flouring mills purchased a steamship in San Francisco. That is, he contracted with the Union Iron works to have one built. They started to work and it is just now that Mayor James Rolfe, of San Francisco, decided that he too wants a boat of the same size.

Despite the fact that it is still on the ways and will not be completed until the summer the Portland man has sold the ship for half a million dollars more than he paid for it.

It was also reported that the steamship Navajo, of the Swayne & Hoyt line has been sold in San Francisco for \$510,000. She is now on her way from London to New York.

BUILD MORE SHIPS NOW

Never since the days of the middle fifties has the United States seen such an era of ship building as there is at the present time. During February there were 44 sailing, steam, gas and unrigged vessels, of 33,303 gross tons, that were built in the United States and officially numbered.

The largest steamers included in this list are the Charles Pratt, 9,800 tons, built at Newport News for the Standard Oil Company; the Texas, 6,678 tons, built at Quincy, Mass., for the Texas Company; the Artisan, 5,825 tons, built at Sparrows Point, Md., for the Maryland Steel Company, and the Gold Shell, 5,614 tons, built at Wilmington, Del., for Harlan and Hollingsworth corporation.

In addition to these there were three large English vessels added to American registry.

Great Cut In Prices

LOTS IN EAST MARSHFIELD Until May 1, 1916, will be offered at the following prices:

These are One-third and One-half of Former Prices

Table listing lot numbers and prices: BLOCK 7 Lots 1 to 11 \$ 25.00 each; BLOCK 9 Lots 17, 18 and 19 \$125.00 each; BLOCK 26 Lots 5 to 8 \$125.00 each; BLOCK 27 Lots 29 \$125.00; BLOCK 28 Lot 12 \$200.00; BLOCK 32 Lots 1 and 2 \$100.00 each; BLOCK 33 Lots 11 and 12 \$100.00 each; BLOCK 34 Lots 13, 14, 15 and 16 \$450.00 in bulk; BLOCK 34 Lots 20 to 26 \$100.00 each; BLOCK 34 Lots 6 and 7 \$175.00 in bulk; BLOCK 34 Lots 30, 31 and 32 \$240.00 in bulk; BLOCK 36 Lots 1 to 10 \$400.00 in bulk; BLOCK 37 Lots 1 to 12 \$500.00 in bulk; BLOCK 37 Lots 21 to 32 \$500.00 in bulk; BLOCK 39 Lots 14, 15 and 16 \$375.00 in bulk; BLOCK 40 Lots 13 to 16 \$450.00 in bulk; BLOCK 43 Lots 1, 2, 3, 4 \$500.00 in bulk; BLOCK 43 Lots 5, 6, 7, 8, 9, 10 \$100.00 each; BLOCK 44 Lots 1, 2, 3 and 4 \$500.00 in bulk; BLOCK 44 Lots 9, 10, 11 and 12 \$300.00 in bulk; BLOCK 44 Lots 13, 14, 15 and 16 \$400.00 in bulk; BLOCK 55 Lots 6 to 24 \$100.00 each; BLOCK 56 Lots 1 to 4 \$425.00 in bulk; BLOCK 56 Lots 5 to 13 \$ 75.00 each; BLOCK 57 Lots 1 to 6 \$ 25.00 each

See your Agent, or Call at Room 24, First National Bank Building Marshfield, Oregon

FINE APARTMENTS TO OPEN MONDAY

MR. AND MRS. LAWRENCE J. JUSTIN COMPLETE REMODELING OF WILLIAMS BUILDING AS BROADWAY APARTMENTS—FINELY ARRANGED

Mr. and Mrs. Lawrence J. Justin, for about two years managers of the St. Lawrence hotel in the Coos building, have just completed remodeling the Williams building into the Broadway Hotel Apartments. They will open it to the public next Monday.

They have conveniently divided the concrete building into fourteen light housekeeping apartments of one, two and three rooms each and also have ten individual sleeping rooms.

The Broadway Hotel Apartments, located at Broadway and Curtis, in the Marshfield postoffice building and most conveniently located for all parts of the city.

Most of the apartments have their own private baths. They are comfortably furnished with all oak furniture, and most of them with folding beds. Each apartment is equipped with a gas range, cooking utensils and dishes so that the occupant only has to provide the edibles for a cosy home.

The rates on the light housekeeping apartments run from \$4 a week up and the single sleeping rooms from \$3.50 per week up. Steam heat and light and water are furnished.

The individual sleeping rooms will also be thrown up to transients at 75 cents per day.

R. F. Williams, owner of the building has expended several thousand dollars in remodeling and improving the place for Mr. and Mrs. Justin who have taken a long term lease on it. Mr. and Mrs. Justin's success with the St. Lawrence hotel insure the success of their new hotel and apartments and they have provided a much needed utility for Marshfield, providing neat, comfortable light housekeeping rooms for people who come for short stays and do not like a regular hotel or boarding house.

Did Remodeling

The remodeling and altering the Williams building for the hotel was under contract to J. F. Telander, the well known Marshfield contractor. The work is up to his usual high standard. It was quickly and efficiently done, greatly to the satisfaction of R. F. Williams, the owner.

and Mr. Justin. Mr. Telander handles all kinds of building construction work and added to his reputation by his work on this building.

Furnished the Hotel

The handsome furnishings which have won the admiration of all who have seen them, were furnished by Gøing & Harvey, the complete house furnishers of Marshfield. The furniture is all of the golden oak style. Brussels rugs and hall carpets to match blend perfectly in the color effect of the furnishings of the structure. Mr. Justin roundly praises Gøing & Harvey for the treatment accorded him in furnishing the hotel, doing all the work promptly and in a manner that exceeded his anticipations.

Had Plumbing Contract

The contract for the plumbing in the remodeling was awarded to Schroeder & Hildenbrand, the well known Marshfield hardware and plumbing firm. The work was under the direction of Mr. Schroeder of the firm, who is a practical plumber. The promptness and efficiency with which the firm did the work also won the commendation of Mr. Justin. It is a first class job in every respect. Messrs. Schroeder and Hildenbrand carry a large stock of plumbing supplies and are equipped to promptly take care of all work.

THE POOR DAILY BARD

The daily bard, it seems to us, Deserves to have a raise in pay, Who never starts a jingle thus, "Maude Muller on a Summer day."

—W. F. Kirk

How happy all the bards would be If substitutes for these they'd find us.

And also for the parody On "Lives of great men all remind us."

—Ed Meade.

The bard who sells his daily verse, From hunger is fixed fine. But he who doesn't often thinks, "To eat is human—to digest divine."

—Dr. R. W. Morrow.

SELLING GOODS

The big problem in selling goods is getting the customer into the store. Coos Bay Times ads will help you solve this problem.

Low Cost — High Efficiency COOS BAY TIMES WANT ADS

The Brotherhood of Better Things

He dreamed of a better city, he longed for a fairer fate For a home of his daily labors, and he talked of a brighter name

For the scenes of his children's playtime and the place of his children's birth.

And he talked of a man who loved his town and was proud of her splendid worth.

He told her needs as he saw them, to him were her failings known, And he wanted to build for her greatness—but he couldn't do it alone.

He was one of the many thousands who dreamed of the better day

With visions of greater splendors when they should have passed away.

And each in his dream, unselfish, could picture a distant goal

When his city should rise in beauty and throbb as a living soul.

But the dreams would have come and vanished, and the vision from earth have flown

Had each of the dreamers tried to work for his city's fame alone.

You may think great thoughts for the future, you may fashion and build and plan,

But you never shall see your dreams made real, save you work with your fellowman.

And never a greater city shall spring into being here Save that the many have labored together its fame to rear.

Out of the hearts of our fellows has all of our greatness grown, Together they stood for this purpose—for no one could do it alone.

Stand off by yourself with your dreaming and all of your dreams are vain, No splendor of soul or structure can man by himself attain; 'Tis willed we shall dwell as brothers, as brothers, then must we toil, We must share in a common purpose, as we share in a common soil, And each who would see accomplished the dreams he is proud to own, Must strive for the goal with his fellows—for he cannot reach it alone. —EDGAR A. GUEST, in Detroit Free Press.

All Kinds of Job Printing Done at The Times Office