

COOS BAY TIMES

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THEY TALKED OF ROSES.

THE time is at hand when the call of the great outdoors is heard throughout the land. It comes from the buds and blossoms on the Coos Bay hills and from every spot where the sunshine from a sky of blue tempers the chill of the atmosphere.

"Judge, can't you manage to fix it some other way. Two months? Why, if you send me up for two months, all my rose bushes will be dead by the time I get out again."

"Your rose bushes?" said Justice Dean, who is an amateur gardener himself.

"Yes, sir. And the spring of the year is almost here and them rose bushes has got to get trimmed proper or they'll die."

They talked roses, the justice and John. They talked violets. They talked dahlias. They talked a great variety of flowers and of soil. The justice forgot how John happened to be before him.

And in the end, he told John to go home and take care of his rose bushes.

If the man was a wrong-doer and needed inspiration to reform, who will say that this judge was wrong in sending his prisoner back to the rose bushes.

WORK FOR THE COMMUNITY.

MARSHFIELD merchants took a lively interest in Clean-up Day and made considerable of a sacrifice to make it a success. They felt amply repaid in the good accomplished for the entire community. And along this line of effort—community service—the Dry Goods Economist contains this significant statement, showing what live business men can do in a given town: "Ten years ago I was busy dodging the sheriff and wearing my head out thinking up new excuses in reply to letters from my creditors."

PINE TIMBER MAP.

FROM the state forester's office, the Times has received a copy of a large sectional map of Oregon. It is the most comprehensive thing of the kind applying to this state that has ever been gotten out and shows the timbered and non-timbered lands, roads, streams and trails. For those who wish to gain information of this kind, the map is of great value.

About the only time some Coos Bay men haven't any holes in their socks is when they wash their feet and go down town to buy a new pair of shoes.

WITH THE TEA AND THE TOAST

GOOD EVENING.

Build today, then, strong and sure, With a firm and ample base; And ascending and secure, Shall tomorrow find its place.

AN ODE TO SPRING.

Is it the Spring? Or are the birds all wrong That play on flute and viol, A thousand strong, The minstrel galleries, Of the long deep wood, Epiphanies Of bloom and bud.

And many a silly thing That hops and cheeps, And perks his tiny tail, And sidelong peeps, And flutters little wing, Seems in his consequential way To tell of Spring. The river warbles soft and runs With fuller curve and alecker line, Though all the winter-lackened hedge Twigs of unbudding iron shine, And trampled still the riversedge.

And, O, the sun! I have no friend as generous as this sun,

That comes to meet me with his big warm hands.

And O, the sky! As the pure kiss of greening willow stands - Against the intense pale blue Of this sweet boundless overarching waste.

—Richard Le Gallienne.

QUESTION FOR THE DAY.

And what has become of the old-fashioned pewter cruet containing salt, pepper, vinegar and mustard bottles that used to stand in the center of the table?

The chillest Coos Bay people are those who are all wrapped up in themselves.

When they get around to awarding the blue ribbon for the champion liar, "Beg your pardon" and "excuse me" will be tied for first place. We all use both expressions a thousand times a year, and we do not mean either of them once.

WUFF!

A soldier of the sultan was freezing on the plains, His tummy it was empty and yet it was full of pains.

Said he: "I'm sorry I left home, for all I know is woe. Take me back to dear old Zxmymcz-xwpyqzpxyqzyp, dear old Zxmymcz-xwpyqzpxyqzyp on the Zxo!"

BETCHA!

How fine the weather is right now, With better times and the S. P. train, Coos Bay has a place in the sun, I vow,

With never a cloud or a drop of rain. —Anon.

It does not take much to satisfy you if you are satisfied with yourself.

A Coos Bay woman who prides herself on "always speaking her mind" seldom has much of a mind to speak of.

NOT SO MUCH.

New York financiers are doing a lot of talking about a check for \$43,538,131.05 they had the other day. When you really stop to think about it, \$43,538,131.05 is not so very much—in fact it's nothing to the editor of the Coos Bay Times.

DRAIN ABOLISHES

BILLIARD HALLS

Question Decided at Election and Mayor Rush Elected to Another Term

DRAIN, Ore., April 7.—The ordinance abolishing pool and billiard establishments, referred to the people by the council, was carried by a vote of 100 to 54, in the annual city election just held here. Mayor Rush was elected without opposition and two new councilmen, T. V. Edwards and George Ries, were also unopposed. H. E. Ensign and L. E. Newton are holdover councilmen.

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

Stage Travel Gives Way to Railroad

"Off with the old love and on with the new," is so apt an adage that often credit is overlooked where credit is due. The first toot of the first train to Coos Bay swept from mind almost in an instant the fact that there ever existed any other mode of getting in and out of the hitherto "Hermit Kingdom."

With the coming of the railroad, the beach stages simultaneously became relics of the past. But they have played an important part, and have played it as best they could, in bringing Coos Bay into the limelight.

Unique Section.

Nowhere else in the United States perhaps has a section as large as Coos county flourished as it has without the aid of steam trains. Time and again visitors have gone away from here, taking with them weird and exciting tales of how they "had been way off down to Coos Bay on a stage and came back alive" and thereafter have recounted adventures made even more exciting in the telling, of how the wind blew the ocean roared, the sand swept by in blasts and the cars plowed through the spray in a drenching rain.

But even then, there were not always cars. These were modern conveniences and even late comers can distinctively remember the wagon stages.

Stages Came Early.

As to how long wagon stages have been running into the Coos Bay country—well even the oldest inhabitant would have to think mighty hard as he scratched his head and figured back through the decades.

At any rate, in 1878 there was a wagon stage once a week to Coos Bay, coming through with the mail and what passengers there were, to Port Orford. The line was owned by Al Reed, uncle of Warren Reed, of Reasport.

Capt. Cornwall Came.

About this same time N. J. Cornwall, now we call him Capt. Cornwall, came to Gardiner from Tennessee. His old friends say that he was a "tolerably husky lad," with good health and little else.

He liked the country and decided to stay. About the time he had studied up and secured a certificate to teach, he was offered a job of driving the stage to Coos Bay, and he accepted. Capt. Cornwall stayed with this selfsame line until Tuesday of this week, when for all time the steam cars put the route out of business.

Bought From Al Reed.

For the next four years, Capt. Cornwall drove the stage and in 1882 he went in with Fred Jarvis and bought out the line from Al Reed, securing at the same time a tri-weekly mail contract south from Gardiner.

Row boats up to this date were used in taking passengers down the

WILL VISIT COLLEGE

Portland Newspaper Men to Be Guests at Eugene

EUGENE, April 7.—H. L. Pittock, publisher of the Oregonian, and Edgar B. Piper, editor of the Oregonian, have accepted the invitation of the school of journalism of the University of Oregon to be guests of the institution at a date in the latter part of April.

The spirit of the occasion will be in recognition of Mr. Pittock as pioneer publisher of the Northwest and representative of the traditions and achievements of Oregon journalism from the very beginning.

Mr. Pittock and Mr. Piper will inspect the practical work of the school of journalism and meet and talk with the students. A luncheon will be arranged at which the visiting newspapermen can meet other members of the University faculty.

DEFINE PERFECT MAN

Tailors Give Measurements Which Should Be Met

ST. LOUIS, April 7.—There is such a thing, after all—the ideal man.

Delegates to the convention of the National Association of Merchant Tailors here defined his as follows: "Twenty-four to 25 years old; 5 feet, 8 inches tall; weight, 148½ pounds; chest, 38 inches; waist 33½ inches; hips, 39½ inches; thigh, 21 inches; calf 14½ inches. The head should measure one eighth of body, and the calf, the upper arm at tension and neck should have approximately the same measurements.

WEAVING—All kinds a specialty.

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Umpqua to Winchester Bay, also they were in use between Jarvis Landing and Empire.

Steamer Juneau Came.

But shortly after the new run was started, the old steamer Juneau was bought for service on the Umpqua. Before this it had been running on the Coquille and Coos Bay and another speed notch was added to the line.

Up until 1897 this tri-weekly service persisted, but business then had increased so that the stage went through six times a week. But then again the speed god of the 20th century urged his point and automobiles made their first appearances as beach stages.

Heavy Machines Fail.

Heavy machines proved an ill success in the sands. A Cadillac, the engine of which is now in the boat Cadillac belonging to Capt. Hermann Edwards, mired in crossing Ten Mile creek and was rescued only after days and when there was little else to save but the engine.

In early 1915 a Ford machine mired in the sands of this same creek, oozing entirely out of sight except for the top, and 30 days later, by means of a jury-rigged derrick, was brought up, repaired and put back into service.

Gorst and Kinney Enter.

Associated with Capt. Cornwall in the stage business were Gorst and Kinney, who ran the auto stages between here and the Umpqua. When the railroad came down the Siuslaw a stage was put on up to Florence.

Famous Steamer Eva.

On the Umpqua the steamer Eva replaced the Juneau many years ago and now is in use, transferring passengers across the river from one train to another, starting only Wednesday. This boat was bought in 1894, about the time that Capt. Cornwall, W. P. Jewett and O. B. Hindsdale organized the Drain-Coos Bay Stage company.

Engineer For Years.

For seventeen and a half years, Frank Sagabird has been engineer of the Eva and for better than ten years, his brother, Capt. Henry Sagabird, has been aboard the same craft. Their service has been steady and efficient. Frank Sagabird, in talking with friends the other day, figured that he has made no less than 5,000 trips with the Eva.

All Now Is Passed.

But the auto stages and the dangers they have often faced are past happenings of but a few days and are easily remembered while the "board walk" from Jarvis Landing a mile or more to the hard ocean beach has long ago been called famous.

The stages are gone, the beach route no more, and the railroad here, but the story of all that has gone before is a mighty important chapter in Coos Bay history.

HELPS SOCIALISTS

War Has Brought Them More Favor in Berlin

BERLIN, Apr. 7.—It appears that one effect of the war will be to break the taboo against Socialists in executive positions of city governments. Just now the city of Charlottenburg has installed a Socialist as an unpaid member of the council, or executive authority of the city. Frankfurt-on-the-Main has gone still further by electing Dr. Lindemann, of Stuttgart, a former member of the Reichstag, to a paid position on its governing board as a specialist in municipal government.

ADVERTISED LETTERS

List of advertised letters remaining in the Marshfield, Oregon, post-office for the week ending April 5, 1916. Persons calling for the same will please say "advertised" and pay one cent for each letter called for. Anderson, Andrew. Carter, Bill. Crocker, Mrs. Mary. Enes, Mrs. C. E. Garrone, Tom. Halstead, T. J. Kelson, Will. Lund, Miss Lena. Nichols, Elliott S. Phillips, Miss Louise. Rice, Jim. HUGH McLEAN, P. M.

HAS CONFERENCE

Colonel House Visits President Wilson Today

WASHINGTON, D. C., April 7.—Colonel House, who investigated the submarine and other issues abroad for the President, came to the White House again today for the third time since his recent return from Europe. He conferred this afternoon with President Wilson and Secretary Lansing. After the conference, Lansing refused to make a statement.

North Pacific S. S. Co.

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Sails for PORTLAND TOMORROW, 6 A. M.

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sails direct to EUREKA SAN FRANCISCO SANTA BARBARA LOS ANGELES SAN DIEGO APRIL 10 From Smith Terminal Dock

FARE TEN CENTS City Limits North Bend, 5c COMMUTATION, \$1.75 20 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.

WESTERN LOAN AND BUILDING CO. Assets \$2,340,000.00 Pays 6 per cent on savings

I. S. KAUFMAN & CO. Local Treasurer

THE WHITE IS KING Of all Sewing Machines Now located at 256 Market ave. West. Phone 193-J. We have also got big bargains in all kinds of used machines. All machines sold on easy payments.

SOUTH COOS RIVER BOAT SERVICE LAUNCH EXPRESS leaves Marshfield every day 8 a.m. Leaves head of river at 3:30 p. m. STEAMER RAINBOW leaves head of river daily at 7 a.m. Leaves Marshfield at 2 p.m. For charter apply on board. ROGERS & SMITH, Props.

HAVE THE ROOF FIXED NOW See CORTHELL Phone 3171

WOOD—GOOD WOOD W. H. Lingo has it at \$1.50 and \$2 cash per load. Garbage removed. Phone 227-J.

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J. M. Wright Phone 188-B 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.

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SAVE MONEY by ordering the famous HENRYVILLE COAL Nut coal, ton \$4.00 Lump coal, ton \$5.50 Or half ton of both, \$4.75 D. MUSSON, Prop. Phone 18-J or leave orders at Hillyer's Cigar Store

DRY WOOD at Campbell's Woodyard North Front Street Phone 98-J

Statements --For the month of March are now ready. Depositors are requested to call for them at their convenience. The First National Bank of COOS BAY Safety Plus Service

Oldest Bank in Coos County Established 1888 Flanagan & Bennett Bank Marshfield, Coos County, Oregon. Capital, Surplus and Undivided Profits \$120,000 INTEREST PAID ON TIME AND SAVINGS DEPOSITS Officers—J. W. BENNETT, President; JAS. H. FLANAGAN, Vice President; R. F. WILLIAMS, Cashier; G. F. WINCHESTER, Assistant Cashier.

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Scandinavian-American Bank WHERE SAVINGS ARE SAFE WE INVITE YOU TO OPEN AN ACCOUNT AT THIS BANK TODAY \$1.00 STARTS THE ACCOUNT HOURS 9 TO 3 SATURDAY EVE 7 TO 9

INTER-OCEAN TRANSPORTATION CO. 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

Abstracts For reliable Abstracts of Title and information about COOS BAY REAL ESTATE, see Title Guarantee & Abstract Company Marshfield and Coquille City, Oregon. General Agents Eastside and Sengstacken's Addition. Special attention paid to assessments and payment of taxes. HENRY SENGSTACKEN, Manager.

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