

JUNE 1915
TO PORTLAND VIA FLORENCE
 Auto Stage Schedule

Leave Marshfield and Florence

Thursday 24 2:30 a.m.
 Friday 25 3:00 a.m.
 Saturday 26 3:30 a.m.
 Sunday 27 4:30 a.m.
 Monday 28 5:00 a.m.
 Tuesday 29 5:00 a.m.
 Wednesday 30 5:00 a.m.

Leave Gardiner One Hour Later

Autos are now running through
 on trips leaving Marshfield before
 7:00 a. m. you should make Port-
 land same day.

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

WOOD! **WOOD!**
 Kindling wood, per load \$1.75 to \$2
 Alder wood, 16 to 24
 inches \$2 to \$2.50
 Free Delivery
W. H. LINGO
 Phone 227-J. North First St.

YOU AUTO CALL
FOR FOOTE'S AUTOS
 Phone 200-L.
 Night and Day.
 Right Cafe.
GOOD CARS. CAREFUL DRIVERS
D. L. FOOTE.

WESTERN LOAN AND
BUILDING CO.
 Assets \$2,340,000.00
 Pays 8 per cent on savings
I. S. KAUFMAN & CO.
 Local Treasurer

MERCHANTS CAFE
 Popular Place for
 Good Meals
 Prices Reasonable
 Cor. Commercial and B'd'wy.

SOUTH COOS RIVER BOAT
SERVICE
LAUNCH EXPRESS
 leaves Marshfield every day
 8 a. m. Leaves head of river
 at 3:15 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
 Proprietors

20 COMMUTATION
TICKETS, \$2.00. 20
 Marshfield-North Bend Auto
 Line
 Cars every ten minutes from
 6 a. m. to 12 p. m.; to South
 Slough once a day, leaving at
 11 a. m.; to Empire three trips
 a day.
GORST & KING, Props.

City Auto & Taxi Co.
 Day and Night Service
 For taxi, phone 20, Chandler
 Hotel
 For touring cars, phone 20,
 Chandler Hotel
LYNN LAMBETH, Prop.
 New Cars New Cars

THE REAL QUESTION
 The question is not, will men
 honor you for your work?
 But does your work honor you?
 Your concern is not only to
 create profit for yourself, but
 to make that which will profit
 many besides yourself.
COOS BAY STEAM LAUNDRY
 Phone 57-J.

Chimneys Fireplaces
J. N. BAYLISS
 Any kind of brick work at
 prices that are right.
 And all work guaranteed
 Call at "The Fireside," Johnson
 Bldg., 137 Second St.
 French ranges, boiler work.
 Phone 424-J

WALL PAPER
 See
VIERS
 About it.

DUNGAN
UNDERTAKING
PARLORS
 will be kept
OPEN TO THE PUBLIC
 A regular state licensed
 undertaker will be in
 charge
 Phone 105-J



Hot Water on Tap for Your Morning Shave

Can you name a greater boon than hot water at a turn of the faucet when you must shave in a hurry? And with the gas water heater this is one of the cheapest luxuries you can enjoy. To put up with old-fashioned water heating facilities is entirely unnecessary now.

A Gas Water Heater Does the Trick

During the hot, sticky, summer days now close upon us, nothing will be more refreshing than a warm bath or a comfortable shave with all the warm water you want. Arrange now to make your home thoroughly modern. Don't put up any longer with out-of-date methods. The cost is slight, the satisfaction and comfort great. See us today about your water heater.

Oregon Power Co.

OCEAN BEACH AUTO LINE

Gorst & King.
 Cars leave Marshfield.....7 a. m. and 2 p. m.
 Cars Leave Sunset Bay9 a. m. and 4 p. m.
 Fares, Empire, 35c; Tarheel or South Slough, 50c; Sunset Bay 75c

Safe Thing To Tie To!

OPINIONS as to when the first newspaper advertisement was printed. Some say an old sheet supposed to have been published in 1591 and now on file in the British Museum deserves the honor.

AT ANY RATE newspaper advertising has a wonderful history. It is today one of America's most important lines of business.

NO ONE KNOWS exactly how much is spent yearly in newspaper advertising in the 21,000 papers in America. Perhaps \$500,000,000. Some corporations spend \$1,000,000 each.

NEWS-PAPER advertising is worth while. Every up-to-date merchant advertises.

COOS BAY
TIMES Phone 133

The Use Of Wood Blocks For Paving

(Prepared under the direction of the Industrial Committee of the Marshfield Chamber of Commerce.)

IN CONNECTION with the use of Creosoted Wood Blocks for paving, some few points should be brought out which will attract the attention and interest of the general public on this question.

People who have lived in communities where this class of paving has been used need no introduction or any enlightenment on this subject. Those who have lived in the communities where they have not had the opportunities of actual experience and observations in connection with the Creosoted Wood Block Paving, are those to whom this article is particularly addressed.

Wood block paving, to those who are not familiar with the manner in which this paving is installed in the present day, is, on first thought, quite apt to be confused with the old round block paving that was so commonly used for a number of years in the Eastern and Central part of this country, these blocks being laid on a plank foundation and which pavement was very unsatisfactory on account of its unevenness after having been in use for a short time under traffic. This is not so of the Creosoted Wood Block paving of today. Instead of using the round block, the modern Block Paving is made, usually of the dimensions of four inches thick, four inches wide and from six to ten inches in length. These blocks are manufactured from four-inch plank, cross cut four inches, and when laid they are turned on edge so as to be vertical with the grain, which gives a wearing surface that will not allow them to splinter, and the more traffic they have to bear, the more compact they become. These blocks are usually laid on a six-inch concrete base in the business district of cities, where traffic is at all heavy, and in the residence districts, where the traffic is not so severe, on a four-inch concrete base.

There are many who labor under the impression that a Wood Block paving will not stand up under heavy traffic, in comparison with vitrified brick, granite blocks, sheet asphalt and similar hard surface pavement. This you will find to the contrary, absolutely, and on

which subject practically all of the prominent city engineers of the large cities of this country, as well as those of foreign countries, are agreed that the creosoted wood block pavement is, by far, the most economical of any pavement now in use. In Chicago, a number of years ago, the city ordered wood blocks to be laid on the Rush-Street bridge, for an experiment. This bridge connects, over the Chicago River, the wholesale district with the freight terminal depots, and it is estimated that in a single day some 17,000 heavy freight trucks travel this bridge to and from the depots. This is about as severe a test as could be given a wood block pavement, as this traffic is of the very heaviest character. The city engineer of Chicago, under his signature, some few years ago, stated that after these blocks had been in service for a period of five years, they were taken up for the purpose of making observations as to the wearing qualities of this class of pavement, and that during the five years that they had been subjected to this severe traffic, they only showed a wear of one-eighth inch, which he (the engineer), believed to be more compression than wear. The result was that wood block paving was ordered, permanently, for the Rush Street Bridge, these same blocks that had already seen five years of service all being relaid on this bridge.

In Boston Mass., some years ago, an experiment was made as a test with different kinds of pavement. On Tremont Street, which is, no doubt, the main business street of that city, and the most heavily travelled of any some four or five blocks of wood blocks were laid on one side of the street and a hard surface pavement for the same distance on the other side of the street. At the end of seven years service, both pavements were taken up, on account of the city changing the grade of this street, slightly, and a comparison of these pavements, was made at that time. The city engineer of Boston states that during the seven years of service the hard surface pavement had been renewed to the extent of 35 per cent of the original amount laid, while there had not been one cent of expenditure on the wood blocks during that period. When this street was brought to the proper grade and pavements were again installed the same blocks that had already seen seven years of service were relaid in this street, and blocks were also put in on the other side of the street to replace the hard surface pavement.

In Baltimore, Md., several years ago, in fact some time before the terrible fire, which swept most of the business districts of that city, wood blocks were laid in several of their business street. Some officials of the larger cities of this country, at the time this pavement was laid, advanced the idea that in case of a large fire in a city where wood blocks were laid, this pavement would be utterly ruined. Unfortunately, it fell to the lot of the city of Baltimore to disprove this idea. It is stated by city officials of Baltimore that during this terrible fire large timbers, etc., which were fiercely burning, fell into these streets and they presumed that this pavement would be totally ruined, but such was not the case. They did find that on the surface of these wood blocks in places, small holes had been eaten into the blocks, by fire, but that these same blocks were simply taken up and relaid, turning them over and putting them down again, with the burned surfaces next to the concrete base. These above instances have simply been cited to show some of the extreme tests to which wood block pavements have been subjected and under which conditions they have shown their worth in this connection.

Creosoted wood blocks do not pulverize or chip when laid according to the modern methods, as do the vitrified brick, granite blocks or hard surface pavements, so commonly used up to the time of the introduction of wood blocks.

Several years ago, and in fact up to within about a year ago, the creosoted wood blocks had usually been laid in the following manner:

A six inch concrete slush base on top of which there was placed a one inch sand cushion on which the blocks were placed.

Of course, like everything else, after years of experience engineers have devised a more modern way of handling this question. They found that in several places this sand cushion had a tendency to shift and make an uneven surface, to some extent, in places, and retained moisture under the blocks. They have, therefore, changed this system, in the more modern methods, making the six inch concrete base with a hard, smooth finish top coat of cement and before placing the blocks in position, which are laid at an angle of about 67 degrees from the curb to avoid any buckling, a thin coating of hot pitch is spread over this

smooth, concrete surface and the blocks set in this pitch. This allows no shifting of the blocks nor is there any liability of the surface becoming uneven under heavy traffic, as the blocks practically rest directly on the cement base, instead of on any cushion. Likewise, the top finish of the paving has been improved. The top finish used to be sand mixed with a light coat of paving pitch on the surface of the blocks. Instead of using a fine sand they sprinkle a fine gravel over the surface in the thin coating of the hot pitch, which imbeds itself in the top surface of the blocks under traffic and which does away almost entirely with the slippery condition of pavements in the winter months, where severe cold weather exists, which is so common to sheet asphalt or similar hard surface pavements.

The city of Minneapolis, Minn., was practically one of the first cities in this country to use, extensively, the creosoted wood block paving, and each year in this city there is a heavy, steady increased demand of this kind of pavement. This is also true in all the cities, not only of this country, but of all the world, where this class of paving has been installed. At the present time, in Minneapolis, they have something over 1,250,000 yards of this wood block paving, and, without any doubt this city will replace practically all of the hard surface paving, which remains in some parts of the business district, with wood blocks, when their present contracts, with the hard surface paving companies expire.

There is absolutely no argument that can be advanced in favor of any other kind of paving that can compare, in a way, with the many qualities of creosoted wood block paving. It is noiseless, easy to keep clean, most sanitary on account of the creosote oil used in treating the blocks, and it is, by far, the least expensive for upkeep of any paving known today.

In cities, that are having a steady, healthy growth in development, this wood block pavement is surely the ideal one to be used, as in cities where they are constantly digging up the streets for extending or improving street railway systems, sewage systems, gas and water mains, and the like, a creosoted block pavement can be removed from the street, while a city is undergoing these improvements, and the same wood blocks reset in the street, after these improvements are completed, without destroying the pavement, except that portion of the concrete base which is torn up for these improvements and the labor of taking these blocks up and relaying them again. Whereas, in the case of a sheet asphalt or similar hard surface pavement, this portion of the street pavement, where the improvements are going on, is absolutely destroyed and new material must be put in place of same, and, at the best, makes a patched up job, which is unsightly and gives an unevenness to the pavement.

Probably the greatest industry on the Pacific coast today is the lumber industry. It has been said by one of the prominent lumbermen on the Pacific coast that if wood blocks were used, covering paving contracts which would be let this year in the cities, it would take several of the larger mills on this coast, with their full capacities, cutting wood blocks in order to supply the demand. It has been the experience of a great many of our large cities of this country not to have seen the many good qualities and advisability of the use of the wood blocks for paving until the price of materials had advanced until the cost of this paving was higher than they necessarily would have had to pay for it, had it been installed when there was not the demand for this material that there has been created today. Why not take advantage of the experience gained by the larger cities of the world in this matter and have our streets improved in a manner which will compare favorably with the streets of any city of our country, whether large or small, at a much lesser cost of maintenance to the city or taxpayer than any other class of pavement in use today.

Street paving is not the only use to which the wood blocks are put today. They are being extensively used today for floors in some of the largest factories in the world, where heavy trucking is required on their floors. They are also being used for floors in large warehouses, stables and garages on account of their being easy to keep clean and their superior qualities for upkeep under heavy work and also on account of the noiselessness of this material.

Practically every large city that has bridges, large or small, are being paved with wood blocks for several reasons: In the first place, a bridge engineer considers a material for a bridge floor that will have the lasting qualities under heavy traffic and a material that will not increase materially the weight of

TRADE BALANCE BIG

SECRETARY REDFIELD MAKES REPORT TO CABINET

Total In Favor of United States June 19 Stated to Be \$976,000,000

(By Associated Press to Coos Bay Times.)
 WASHINGTON, D. C., June 23.—Secretary Redfield reported at the cabinet meeting that the total trade balance in favor of the United States June 19 was \$976,000,000. It is predicted the balance for the fiscal year ending July 1 would be in excess of a billion dollars.

BOMBARDING FORT

ITALIANS MAKING AN ATTACK ON MALBORGETH

Have Been Making Advance in Austrian Territory Without Meeting Much Opposition

(By Associated Press to Coos Bay Times.)
 LONDON, June 24.—An unofficial dispatch from Geneva says that the Italians captured all positions defending Malborgeth and are bombarding the fortress itself. A minor French victory on the heights of Meuse and a French defeat in Vosges are reported by Paris. It says the German attacks in Arras and Lorraine were repulsed.

RELIEF FUND GONE

RED CROSS HAS NO MORE MONEY FOR MEXICO

Twenty Thousand Persons Reported to Be Starving in One Section of the Country

(By Associated Press to Coos Bay Times.)
 WASHINGTON, D. C., June 23.—All Red Cross funds available for famine relief in Mexico have been exhausted and today the society issued another urgent appeal for food-stuffs and money. Twenty thousand persons are reported practically starving in Guerrero.

BUYS FINE PIANO.

Wm. Hale of the L. L. Thomas Music company this week sold a \$1,000 Mason & Hamlin Grand piano to R. H. Mast, the Coquille banker. This is one of the finest instruments that Mr. Thomas has sold in Coos County.

his bridge. The engineers of such cities as New York, Boston, Pittsburgh, Brooklyn and Chicago, where they have any number of bridges carrying heavy traffic, have apparently solved this question in the use of wood blocks. Mr. Edw. A. Byrne, engineer of bridges, of New York City, in an address before the American Road Builders Association, Dec. 17, 1914, says as follows: "The creosoted blocks have given the most satisfactory result and we expect to pave the main bridge with this kind of block."

1915 MIDSUMMER RACE MEET AT MYRTLE POINT

Official Program FRIDAY, JULY 2ND, 1915

- No. 1—Trot or pace, one-half mile, two heats, each heat a race, 2:35 class, purse.....\$100
- No. 2—Running, one half mile, purse.....\$80.00
- No. 3—Trot or pace, one-half mile, best two in three heats, free for all, purse.....\$125
- No. 4—Novelty race, one mile, \$30 for first to quarter post, \$40 for first to half-mile post, \$55 for first to three-quarter post, \$75 for first to mile stake.....\$200
- No. 5—Motor Cycle, 5 miles, \$25 to 1st, \$15 to 2nd....\$40

SATURDAY, JULY 3, 1915

- No. 6—Trot or pace, one-half mile, two heats, each heat a race, 2:35 class, purse...\$100
- No. 7—Running, five-eighths mile, purse.....\$100
- No. 8—Trot or pace, one mile, three heats, every heat a race, purse.....\$150
- No. 9—Running, one and one-eighth miles, for Coos and Curry County horses only, purse.....\$200
- No. 10—Consolation race, for all horses not finishing as good as second, purse.....\$75
- No. 11—Motorcycle race, \$25 to 1st, \$15 to 2nd, purse...\$40

COOS BAY TIMES
WAR MAPS, TEN CENTS
BUY AN UP-TO-THE-MINUTE
WAR MAP WHILE THE
SUPPLY LASTS