

# LIBERTY BELL STARTS TODAY

(Continued from page one.)

stepping trains. The speed limits across the continent will not be less than 18 miles an hour, nor more than 25 miles. The schedule will be rigidly observed so that crowds may not be kept waiting beyond the time appointed for the train to go through their communities.

Another absolute rule the committee has made is that the bell will not under any circumstances be taken from the car for the purpose of parading it through the streets. Many municipalities have been advised to build movable platforms the height of the flat car with an incline at each end so that children may go up on incline, pass the bell, touch it if they care to, and then pass down the incline at the other end of the platform. Where these platforms are provided, the railing on one side of the car will be removed.

### Distribute Books.

During stops, booklets containing the history of the bells, cards with a picture of the relic and buttons also containing a picture of the bell and the American flag will be distributed to children. It will take hundreds of thousands of these souvenirs to supply the demand. To the Governors and Mayors of the history of the bell in small bound volume will be presented. Governors have been invited to journey with the bell through their respective states.

### No Concessions

There will be no official souvenirs of the journey except those distributed free by the escorting committee. The committee also refused to make any concessions to moving picture concerns, virtually every such enterprise in the country having applied for the privilege of sending representatives on the trip. The committee, however, purchased a special moving picture machine for its own use. Pictures will be taken through the journey and films will be furnished to public schools without expense. In short the City Council has placed a strict ban upon commercialism in connection with the trip.

The train will arrive in San Francisco Friday night, July 16, and Saturday, July 17, will be Liberty Bell Day at the Exposition. Early in the morning the relic will be conveyed to its place in the Pennsylvania building on the Exposition grounds where exercises will be held.

### Returns Through South

The bell will leave San Francisco in November and will return by the Southern route, through Los Angeles, San Diego, Arizona and Texas. The details of the return trip have not yet been completed, but it is virtually certain that special train will go through St. Louis, Indianapolis and Cincinnati.

After each return of the bell there has been a movement started to prevent the precious metal from leaving the city again. The crack in it has been slowly extending and there has been fear that in its journey the bell might split in two. Opposition to its leaving the city on this trip was bitter but the city council voted it belonged to the American people and that opportunities to view it should be given whenever possible.

### Will Cost \$75,000

Sending the bell to the western coast will cost the city of Philadelphia \$75,000. The escorting committee of twenty-six councilmen will pay their own expenses.

The four policemen who will constantly guard the bell were specially picked for their fitness. Each is more than six feet in height. The head of the police department in designating the four men called them to the front and impressed upon them the following don'ts:

- Don't taste any intoxicating liquor while away from Philadelphia.
- Don't lose your temper at any time.
- Don't fail to uphold the reputation of Philadelphia policemen for courtesy.
- Don't fail to answer every question however foolish.
- Don't fail to at once read the history of the bell so that you can answer questions accurately.

### The First Trip

The first time the bell left Philadelphia was under different circumstances from those which caused the later pilgrimages from the "Cradle of Liberty." That was when the British army occupied the city of Philadelphia in 1777-1778 and George Washington with his continental army spent the winter at the Valley Forge. As the British approached the city in September, it was hurriedly taken to Allentown, Pa., and was kept in the Zion Lutheran church of that place until June, 1778, when

# BEACH IS CROWDED

IN TEN HOURS YESTERDAY 400 AUTOS PASSED TO SUNSET

Hundreds All Day Long Played on the Sand Enjoying the Perfect Day

Practically every machine that burns gasoline, distillate or coal oil and runs on four wheels was at Sunset Beach yesterday. Between seven a. m. and five p. m. 400 machines passed a certain point in the Empire road, all of them going to the beach. It is certain that they all came back, thus making at least 800 trips yesterday, and this, not including the dozens of autos that whizzed back and forth all night long after the dance had stopped.

### Enormous Crowd There

Father, mother, little Willie and sister with her beau and even Grandma and Grandpa, basket laden, went toward the setting sun and listened all day to what the sad sea waves were saying.

The beach and every nook and cranny of the rocks were filled with people. In anticipation of their coming Mr. and Mrs. Tom Wasson, with a host of attendants, had labored well. An open air dance platform was laid and all day long and until 10:30 last night there was always a crowd on the floor.

In a deep trench on the beach casks were baked by the hundreds in a slow fire and then given away free to whoever cared for them. Huge pots held the mussels and soon after their appearance on the long table there were crowds of hungry mouths hovering about and soon the sea foods vanished.

Between Sunset Beach and Shore Acres all day long there was a continual stream of people, coming and going. Hundreds visited the grounds which were beautiful with the flowers in full bloom and the shrubbery artistically cropped.

### Hard to Estimate

Possibly never before have so many people been transferred by autos on Coos Bay. It is impossible to estimate the number of persons who visited Sunset Beach. It is safe to say there were hundreds. At Charleston were many more and the dance at Simpson Pavilion took many more and the boats were crowded that went up the Coos River.

### Made Sea Trip

Shortly before nine o'clock yesterday the gasoline boat Standard, with 35 passengers aboard, went down the bay and crossed out over the bar, coming safely into Sunset Bay. From there a crowd was taken later for a short sea trip and at 5:15 p. m. the boat returned to Marshfield.

# ENJOY THE DANCE

BIG CROWD AT SIMPSON PARK IN NORTH BEND

Dance Continue as Late as Any Would Stay—Good Music Furnished by Orchestra

The all-day picnic and dance at Simpson Park was well attended. Many went to the park for a day's outing. In the afternoon the dance began and continued until supper time and in the evening the crowd was especially large. There was excellent music and the dancing continued just as long as anyone would stay and dance.

Considering that such a large crowd had been at Sunset and danced there it was surprising that there should be another big crowd at the pavilion, but there were many who came from Sunset and went to the North Bend dance to wind up the evening.

It was returned to Philadelphia. Its subsequent journeys were:

- 1885—To the World's Industrial and Cotton Exposition, New Orleans.
- 1893—World's Columbian Exposition, Chicago.
- 1895—Cotton States and International Exposition, Atlanta.
- 1902—Charleston Exposition.
- 1903—Battle of Bunker Hill celebration, Boston.
- 1904—Louisiana Purchase Exposition, St. Louis.

Mr. L. HARRIS, Manager and President  
250 KEARNEY ST.  
Bet. Sutter and Bush

## HOTEL STANFORD

SAN FRANCISCO

A modern, fire-proof, up-to-date Hotel, located in the center of everything and on a direct line to the Exposition Grounds.

**RATES**

Detached Bath	Private Bath
\$1.00, \$1.50 single	\$1.50, \$2.00 single
\$1.50, \$2.00 double	\$2.00, \$2.50 double

150 Rooms of Solid Comfort—Every Convenience  
From Third and Townsend St. Depot, take car No. 15 or 16. From Ferry take Sutter St. car, get off at Kearney St., walk half a block South. Or take a "Universal" Bus direct to Hotel

# SHIPPING NEWS

## BREAKWATER SAILS MAY CHARTER NANN

LEAVES YESTERDAY WITH GOOD PASSENGER LIST

Carries Part of Salmon Catch of 1913—Captain Macgenn Expected Back on Next Trip

Carrying a good passenger list and more than 100 tons of freight the steamship Breakwater crossed out yesterday afternoon for Portland. It is expected that on her next trip Captain Macgenn will again be in command, as the word received here is that he is improving from his recent illness.

On her manifest this trip were 700 cases of salmon from Empire, part of the season's catch put up in 1913. A week ago the Breakwater carried 3000 of these cases. Also there were 800 boxes of butter from the Coquille Valley creameries.

Those who went north yesterday were:

- Mrs. R. N. Kellog and child, P. J. McCarthy, Mrs. A. E. Tower, L. Tower, Miss Pearl Keith, Geo. Prior, Mrs. H. R. Thurston, H. R. Thurston, Jas. Marten, Hazel Jewett, Orlin Jewett, Mrs. L. Jewett, Kenneth Jewett, Lorin Jewett, Mrs. E. E. Crowley, J. Cook, H. A. Resner, E. E. Lyons, Mrs. E. E. Lyons Ralph Lyons, Mrs. E. Fosberg, Mrs. M. J. Johnson, N. Colby, Camil Duther, W. Draper, J. W. Cravley, W. H. James, F. A. Kohler.

## CLOSES BEAR STAND

CHIEF CARTER SHUTS UP ONE OF CONCESSIONS

Scheme of "Covering the Spots" Made Money for the Man Who Was in Charge

Chief Carter closed out a concession Saturday night after all day the owner had been waxing rich with a clever little scheme of "covering the spot." On a counter had been painted a large red spot. Discs, five in number, were supposed to be so arranged that properly laid down they would cover this spot. Anyone doing the trick was to receive a Teddy Bear. It is said only one bear disappeared from the racks all day, the scheme being exposed when it was shown the discs could not in any way cover the spot designated.

The operator kept a separate string of discs, larger than the others, with which he demonstrated ever and anon to egg the unwary on. It is said that four of the concessions are owned by a small company of four men, though all are listed under separate names.

### COOS RIVER DOINGS

Good Times Enjoyed at Goodwill's and Piper's Grove

The Fourth of July picnics and the J. A. Goodwill place and at Piper's Grove Saturday were enjoyed by quite a number of Coos River people.

The Piper's Grove celebration was in charge of the Alert Club and while the members were disappointed in the small attendance from Marshfield and North Bend, they had a good time.

At Goodwill's a pavilion dance added to the merriment.

Milk, 16 quarts for \$1.00. Holmes Dairy, Phone 296-J

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

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

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

**Abstracts**  
FOR RELIABLE ABSTRACTS OF TITLE AND INFORMATION ABOUT  
**COOS BAY REAL ESTATE, See TITLE GUARANTEE & ABSTRACT CO., Inc.**  
MARSHFIELD AND COQUILLE CITY, OREGON  
GENERAL AGENTS, EASTSIDE AND SENGSTACKEN'S ADDITION  
AGENTS FOR CANADIAN PACIFIC RAILROAD LANDS  
HENRY SENGSTACKEN, MANAGER

## POSSIBLE THAT BOAT MAY GO ON OTHER RUN

State That Offer to Charter the Boat May be Accepted by the C. A. Smith Company

There have been reports that the steamer Nann Smith, of the C. A. Smith fleet would be chartered to another company. Superintendent A. Meehan of the company, was asked about the reports today and said the company had several offers to let the boat go under charter and that it was likely one of the offers would be accepted, though there was nothing definite about it now. It is not given out from whom the offers were received.

## SANTA CLARA IS IN

SAILS AGAIN LATE YESTERDAY FOR THE SOUTH

Brings 250 Tons of Freight Here From Portland—Sails With Good Passenger List

The Santa Clara arrived in from Portland early yesterday and left down late in the afternoon for Eureka and San Francisco with a good cargo and passenger list. On the down trip the steamship brought 250 tons of freight.

Those arriving here from Portland were:

- C. P. Kressling, Mrs. C. F. Kressling, D. W. Ferguson, Mrs. D. W. Ferguson, Lillian Ferguson, Donald Ferguson, Mrs. A. B. Stauff, A. B. Stauff, L. P. Woods, Mrs. L. Albie, W. H. Moss, Mrs. E. M. Ciddings, Ors Little, Mrs. Little, Mrs. E. M. Wheeler, Charlotte Wheeler, Mrs. Ed Asher and baby, Ed Asher, Bernice Stewart, Charlotte Nell, Anton Monsierriar, P. Anderson, Alex Robertson.

Sailing on the Santa Clara for the South were D. I. McGee, E. F. Kressling, C. M. Hill, Jim C. Smith, F. Malan, H. J. Marcus, L. Murch, T. W. Duncan, E. B. Springstren, C. T. Long, A. Metson, J. H. Harlan, L. Laird, A. Rust, O. Peterson, Nellie Kelley, Mike Cropley, J. W. Armstrong, R. C. Brennan, Thos. Keller, Arthur Lord, John Garlinger, Birdie Moore, Lillian Pfeiffer, Con De Witte, Mattie Luce.

## WILL RUN TO ACME

TRAIN SERVICE TO THAT POINT POINT BY JULY 8.

Dan McKinnon Tells of the Railroad Construction Work on the Siuslaw River

Train service to Acme on the new Coos Bay-Eugene line will be started July 8, according to Dan McKinnon, the well-known Marshfield traveling man, who returned today from a trip to that section. They are now ballasting the stretch of road and the extension of the service from Eugene will be welcomed.

Bids on the Siuslaw jetty work will be opened July 12 and it is expected to get the construction underway soon.

The Southern Pacific construction forces held a big picnic at Five Mile Lake for their Fourth of July, there being no formal celebrations any place along the line.

**HAVE THE ROOF FIXED NOW**  
See CORTHELL  
Phone 3171

**YOU AUTO CALL FOR FOOTE'S AUTOS**  
Phone 260-L.  
Night and Day.  
Right Cafe.  
GOOD CARE. CAREFUL DRIVERS  
D. L. FOOTE.

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

# The Time to Advertise Most is When Advertising is Most Needed!



A merchant does not travel far on the success-path until he discovers some elemental thing about advertising. He learns that through publicity his store gains and holds a peculiarly close relation to its customers—that, to hundreds and thousands of people, his advertisements are more than merely so much type in so much space. They become a continuing link between his store and its public, influencing the daily buying of THE MAJORITY of his patrons.

When the great war broke, paralyzing the thoughts and actions of so vast a majority of the people of this side of the world, it served to "scare" some of the merchants. Now, a "scared" man is no man to have a clear vision, or to act upon the simplest and most rational principles.

So it happened that, acting upon his apprehensions rather upon his purposes, a merchant here and there, decided that at least a part of the retrenchment that he must make in the matter of expenses must be made in the advertising appropriation. He overlooked the fact that to drive away income is not to effect economies.

Other, and more clear-thinking merchants realized that in the advertising lay the one item of expense which it would be folly and recklessness to cut down. The wisest merchants of all, in the United States and Canada, decided to advertise more aggressively than ever before—to assume what appeared to be an additional advertising expense for the purpose of making it possible to hold business on a near-normal level. They aspired to keep business "going on as usual" even if that meant that, in this one respect, the cost of doing business should mount upward.

Recent investigations, covering one hundred cities in the United States and Canada, have shown that the merchants who increased their advertising space almost invariably showed a larger gross business than in the corresponding time of the previous year and this in spite of the war and business depression. This fact is vouched for in the report of the report of the research committee of the Associated Advertising Clubs of America.

It demonstrates that advertising shows its greatest usefulness in a period when, without it, the results could only be disastrous. Publicity has held the Ship of Business steadily in her course during the stormy period of this war; and those merchants who are wise enough to read the full meaning of the fact will make, from now on, a more aggressive use of newspaper space than at any time in their lives.

LIVE ADVERTISING OF LIVE MERCHANTS, QUOTING REASONABLE PRICES, WILL PRODUCE RESULTS WHEN PLACED IN THE

# COOS BAY TIMES