

YOU WOMEN WHO HOLD THE PURSE STRINGS

Read Today's Times' Advertisements

YOU'LL MAKE THE DOLLARS YOU SPEND DO THEIR UTMOST.

There are hundreds of you women on Coos Bay and vicinity—hundreds in homes conducted on limited incomes to whom The Times is the sole source of advertising information.

All of you look to these columns for the same reason that merchants generally favor The Times—because The Times pays.

IT PAYS the merchants so well in greater results that The Times prints all the advertising news worth reading.

IT PAYS the patrons of these merchants in better qualities and greater savings to such extent that they never miss reading an edition of The Times.

Today The Times advertising columns are rich in unusual news—read them—they will save you hours of time and tiresome effort tomorrow.

"Times Advertisements Lower the Cost of Living."

BUILDERS BUSY ON GRANTS PASS ROAD

Grading Work is Being Done and Track Laying Will Start in Ninety Days.

GRANTS PASS, Ore., July 8.—A string of teams with scrapers and tools for working upon the railroad grade has been leaving for the scene of action on the new railroad from Grants Pass to Crescent City. Work is being commenced in an active manner under Contractor Anderson's direction, and there will be no doubt about his having the roadbed made ready for the ties in 25 days, according to the terms of the contract.

Twoby Brothers Company has an instructed Engineer Harmon to supervise for the cutting of 16,000 ties, 100 to be received up to noon on July 8, at the office of the Columbia & Oregon Coast Railroad Company in the Public Service building.

The logging cars that arrived here have been transferred from the Southern Pacific tracks to the new line, and have been put into commission at once. A good many logs are being cut along the right-of-way, and the mills are cutting them up as fast as they could be handled heretofore. This new equipment will greatly relieve the pressure.

WILL NOT ASK GOVERNMENT AID

Cambridge College Will Meet Deficit Through an Emergency to Be Created

(By Associated Press in Coos Bay Times.)

CAMBRIDGE, England, July 8.—The Council of Cambridge University has issued a special report on the financial position of the institution resulting from the war. The report opposes any application to the government for relief, and recommends the opening of an emergency fund through which graduates may contribute to the unexpected deficit.

Buy Much Liquor

(By Associated Press in Coos Bay Times.)

LONDON, July 8.—The new drink restrictions seem to have caused people to lay in private stocks instead of really decreasing the sale of beer, wines and liquors. To get around the early closing hours, people buy less in the saloons and more bottled goods, never did so well. Strict watch is kept on the sale of alcohol by the drug-gists, who have to keep a stock-book open for the inspection of visiting revenue officers.

BARNUM ROAD SOLD TO SHOW CHARTS MAKE HOUSES HERE IS NOW IMPROVED

HISTORIC RELIC OF THE EARLY DAYS CHANGES HANDS

Engineer Was Run by President and Members of His Family Did All the Work.

MEDFORD, Ore., July 8.—The Barnum road is a relic of the past having been sold on July 1 to S. K. Bullis, owner of the Southern Oregon Traction Company. This was a steam road, whose president has run the railroad's one locomotive for the last 15 years, whose vice-president is its chief foreman and master mechanic, whose secretary is also trackwalker, section foreman and master mechanic. In short the Barnum railroad is a strictly family institution, not only being owned by the J. C. Barnum family but operated by them.

A history of this road throws an interesting side light upon the history of the Rogue River Valley, particularly Medford and Jacksonville, City Defrauded.

Twenty-five years ago two promoters started the road, inducing the town of Jacksonville to raise \$12,000 for a road to Medford. The promoters took the money and left. Jacksonville had worthless bonds on its hands and it was found the rails were not paid for and the road fell into the hands of the Menapian Hardware Co., of Portland which firm had furnished the unpaid for rails.

Barnum Steps in

Here J. C. Barnum, then a young mechanic engaged in the shoe and door business, stepped in and in 1892 leased the property and proceeded to operate a daily train between Medford and Jacksonville.

Mr. Barnum bought a second-hand locomotive from the Southern Pacific and with a special permit drove it himself from Portland to Medford. From that time he gradually collected more equipment until at the time of the recent sale there were on hand 10 flat cars, three locomotives, two boxcars and two passenger coaches. Extensions of two miles which can be used in reaching the Applegate Valley have been built, so that the total mileage now is about seven miles.

Family Wrecked.

With his own family the entire working force, with a patience and frugality seldom exceeded, the president of the company prospered as the community grew, and when the Pacific & Eastern was built by the Hill Bros to Hutto Falls and John R. Allen was riding on top of one of the most sensational booms ever seen in this or any other state, it was reported sold for \$125,000. Now S. K. Bullis is owner of the Barnum line, the purchase price being \$60,000.

Goes to Scrap Heap

The old wood-burning locomotive "Cannon Ball," so long a picturesque feature in Medford, will be relegated to the scrap heap, the line will be

PORT ENGINEERS CHARLESON TO HAVE FINAL REPORT

Meeting of Port Commissioners on Monday—\$112,000 Approximately Collected on Dredging

The final report of Donald Charleston, Port Engineer, regarding the dredging in the lower channel will be made at the weekly meeting of the Port Commissioners on Monday morning. At that time charts and maps will be shown, showing in what manner the main channel line must be shifted to allow for a 25-foot depth at low water all the way through the bar.

Mr. Charleston has made a thorough investigation of the condition that exists. The belief is that by a short curving of the channel the vessels will be put in an inconvenient or dangerous and will find plenty of water.

At the present time both Mr. Charleston and P. M. Hall-Lewis, county road supervisor, are making an inspection of all the inlets and rivers tributary to the Port of Coos Bay for the purpose of adjusting the financial end of their dredging. Already Harney, North and Kintuck inlets have been visited and the remainder will follow as quickly as possible.

Has Collected Much

At the meeting on Monday it is expected that J. T. Brand will make a final report on the amount of money collected for him for the Port fills made in south and west Marefield. The sum that has been collected in cash and short time notes is more than \$12,000.

According to the opinion of the Commissioners at the last meeting there will probably be filed a list of suits against property owners who have refused to make their settlements for work completed.

NEW ZEALAND HAS NEW HOSPITAL SHIP

Will be Fully Equipped to Carry Wounded From Front to Base Hospitals

(By Associated Press in Coos Bay Times.)

WELLINGTON, New Zealand, July 8.—New Zealand has undertaken to provide a fully equipped hospital ship, primarily intended for the conveyance of wounded New Zealanders from the front to base hospitals. The Government House at Auckland will be used for wounded soldiers who are to be returned to New Zealand. Numerous offers of man-of-war for the same purpose have been made by private parties. The transportation of wounded from Egypt to New Zealand will mean covering a distance of 9,500 miles.

Identified and Connected with Medford's Trolley System, and the famous Barnum railroad will take its place with other relics of the pioneer days.

PLAN TO BUILD KNACKBOWN DWELLINGS FOR EUROPEANS

French and Belgian Governments Are Said to Be in Market—Local Men Figure

Ready-made houses, knocked down for shipment, may be manufactured on Coos Bay by the hundreds for transportation to France and Belgium, if plans now under way by several contractors are successful. Plans and specifications have been made and, according to G. W. Teets, representing one of the contractors, a model of such a house has been sent in for acceptance.

Both the French and Belgian governments are already figuring how they will house their homeless people when the war is over. Despite the fact that its conclusion seems far distant, the nations are getting ready for the time when new homes will be needed in the territory now used as fighting grounds by the armies.

Houses of lumber, inexpensive and in large numbers, are being sought in this country are under orders to make arrangements for such houses.

G. W. Teets, who states that he is representing a big contractor of the East, is here and it is he who has sent the model and the plans and specifications East for investigation.

George H. Samuels, of the Coos Bay Milling Company, is now in Portland working on the proposition and it is understood that Roy Wernick, of North Bend, is also interested in the project.

Not Definite Turn

However, nothing definite is decided. Nothing definite will be known, say the men, until the contract shall be let and then bids will probably be called for a certain number of the houses in question.

It is known that a while back the matter was put before the Simpson Lumber Company, but no contract was made and the matter was dropped.

The belief is that these houses, three and four rooms in size, could be skidded at local mills and then placed aboard vessels for shipment to Europe. It is believed that the cost of their manufacture on this coast would be as cheap as any where else they might be made.

Mr. Teets this morning stated that he felt certain a contract would be brought here. The work, he said, would take several months at least.

COURAGE

Because I held it steady to the end,
And will not let the bitterness of life
Blind me with burning tears, but
I'm tumbler and his strife.
Because I lift my head above the
mist,
Where the sun shines and the
broad breezes blow,
By every ray and every raindrop
kissed,
That God's love doth bestow?
Think you I find no bitterness at
all?
No burden to be borne, like Chris-
tians pack?
Think you there are no ready tears
to fall?
Because I keep them back?
Why should I hug life's ill with
cold hands?
To curse myself and all who love
me? Nay!
A thousand times more good than I
deserve,
God gives me every day,
And in each one of these rebellious
hours
Kept bravely back he makes a
rainbow shine,
Grateful I take his slightest gift,
no fears
Nor any doubts are mine,
Dark skies must clear, and when
the clouds are past,
One golden day redeems a weary
year,
Patient I listen, sure that sweet at
last
Will sound his voice of cheer,
Then vex me not with chiding. Let
me be,
I must be glad and grateful to
the end,
I judge you not your cold and
darkness—no
The powers of light befriend,
—Celia Thaxter.

WOOD BLOCK PAVEMENT BETTER NOW THAN FORMERLY

Forest Service Says It Is Cheapest In Kind Because Upkeep Is Not So Great

PORTLAND, Ore., July 8.—Although wood block pavement has been in use in the United States for more than seventy years, it is only within the past five years that a more thorough knowledge of the fitness of various woods for the purpose and the proper method of laying the blocks, has developed a successful pavement.

The first wood pavement laid in this country was in New York in 1832, and for thirty years thereafter wood blocks were laid in various cities of the country, but with indifferent success and with little or no advance in methods. The chief consideration seemed to be the size and shape of the block, little thought was given to the kind of wood used, and the blocks were neither seasoned nor treated, so that they quickly decayed. Wide joints permitted water to get under the pavement and, with little or no advance in methods, the wood decayed so that the pavement often heaved from the foundation. The edge of the blocks were off rapidly into a condition which was not pleasant for travelers and also hindered the drainage and the cleaning of the street. Finally, the foundation was usually of plank which decayed and permitted the blocks to sink into holes and ruts.

Preservation Used

After the failure of untreated woods, attention was turned to preservation; but not until experiments were made and actual results obtained, was there any marked increase in the use of wood blocks for paving purposes. The size and shape of the block is no longer the important factor in the development of a successful pavement. The best woods for the purpose are now known to be long leaf pine, tar-nack, Norway pine, and Douglas fir, and the chief improvements are in the fashion on which the blocks rest and in the method of treatment. For example, a sand and cement "cushion" is better than a sand "cushion" under the blocks. When once properly laid, a wood block pavement is easily kept in repair, easily cleaned, free from dust, practically noiseless, and its dark color prevents glare or the reflection of light.

Improved Methods.

Many wood block pavements have been laid under improved methods, and the results have been very satisfactory. Among the first of these was a wood block pavement laid in 1900 on Tremont street, Boston. The pavement is still in good condition. In 1899, one of the two roadways on the East street bridge, Chicago, was paved with crowned blocks of long leaf pine and the other with untreated blocks. This was a splendid test, for the traffic is very heavy across this bridge. The untreated blocks had to be removed at the end of three years, while the treated blocks were in good condition at the end of seven years and gave indications of several more years of service. They were finally removed because of the decay of the untreated plank foundation. A treated wood pavement has been in use on Tenth street, Minneapolis, for eleven years and is still in good condition. Pavements laid in Indianapolis in 1899 to 1900, gave service to seventeen years of service. In fact, wherever wood block pavement has been laid under the right conditions and methods, it has proven satisfactory.

Upkeep Less.

While the first cost of treated wood block material is undoubtedly higher than that of most paving materials, it is in reality the most economical because it shows the lowest average cost per year during its period of life. The first cost averages from \$3.25 to \$3.75 per square yard, but the yearly upkeep averages much less than for any other kind of pavement. For instance wood pavement on a heavy traffic street in New York, after eight years of use, had cost 7 cents per square yard per year in repairs. Wood pavement on a light traffic street in St. Louis, which cost \$2.10 per square yard to lay in 1903, required the expense of but 2-1/2 of a cent per square yard for the entire first nine years of its life.

Is Sanitary.

Furthermore, the modern treated wood block pavement is admitted to be fully as sanitary as any of the other pavements in use. Inasmuch as the smooth surface and well filled joints, dirt cannot collect in pockets and whatever is on the surface is easily removed. Then, too, treatment of the blocks with creosote renders them thoroughly anti-septic.

NEW CONDUCTORS CAUSE ACCIDENTS

(By Associated Press in Coos Bay Times.)

PARIS, July 8.—There are less than half as many motor vehicles circulating in Paris as before the war, but there are more street accidents. The pedestrian was more secure during the first few months, before the lack of skill of new conductors, replacing mobilized men, began to show and before they acquired the reckless speed habit. The taxi-drivers claim that the military chauffeurs are the cause of the trouble. The statistics of prosecutions for violation of the regulations indicate that the taxi is the principal culprit. Of 795 cases of violations prosecuted in May, 524 were against taxi-drivers. There were 243 prosecutions for excessive speed.

SOWN WITH MINES

(By Associated Press in Coos Bay Times.)

STOCKHOLM, July 8.—The Swedish Consul at Archangel has been warned by his government that the Arctic Ocean has been sown with mines by the Germans with the object of preventing the arrival of munitions for Russia.

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



Silence in a busy motor is a pretty good indication that everything is all right. It's a rest-easy sign.

ZEROLENE

the Standard Oil for Motor Cars

makes your motor run quietly because it lubricates scientifically. It keeps the motor cool and the repair bills low.

STANDARD OIL COMPANY (Indiana) MARSHFIELD

BUY YOUR ZEROLENE AT Koontz Garage

Agency for

OVERLAND CARS—GOODYEAR TIRES — EXCELSIOR MOTORCYCLES—UNION GAS ENGINES

Marine and Automobile Repairing a Specialty

North Front Street :: :: :: Phone 180-J

INDEPENDENT AUTO SERVICE

Marshfield, North Bend, Empire, Terhast, Sunset Bay.

Leaves Marshfield, at Busy Corner, 7 a. m.; 10 a. m.; 1 p. m.; 2 p. m.; 5 p. m. Leaves North Bend 15 minutes later.

Leaves Empire 8:30 a. m.; 11:30 a. m.; 1:30 p. m.; 3:30 p. m.; 6:00 p. m. Trips after these hours may be arranged for. Phone Busy Corner. Night phone 187-B.

GRAVEL

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, \$2.75 per yard. Cartload lots, taken from cars, \$2.00 per yard.

Retail Department.

C. A. Smith Lumber & Mfg. Co.

Opposite Post-Office. Phone 190.

When they are first married they have to hug and kiss for ten minutes in the hall before he can leave the house to go to work. But about a year later, when he says good bye in the morning, she turns one side of her face to him and he pecks at it with his lips as if he was afraid he might touch it and get poisoned.

A few Coos Bay women wear will, but most of them wear off.