

Motoring to the Exposition?

There's only one oil to use in your car—the oil you can get everywhere along the way. No bother of changing feed or hunting for a dealer—

ZEROLENE

The Standard Oil for Motor Cars
At all our agencies and service stations, and at dealers everywhere. Why? Because it's the oil used by the majority of Pacific Coast motorists.
STANDARD OIL COMPANY
(California)
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

High Quality Groceries

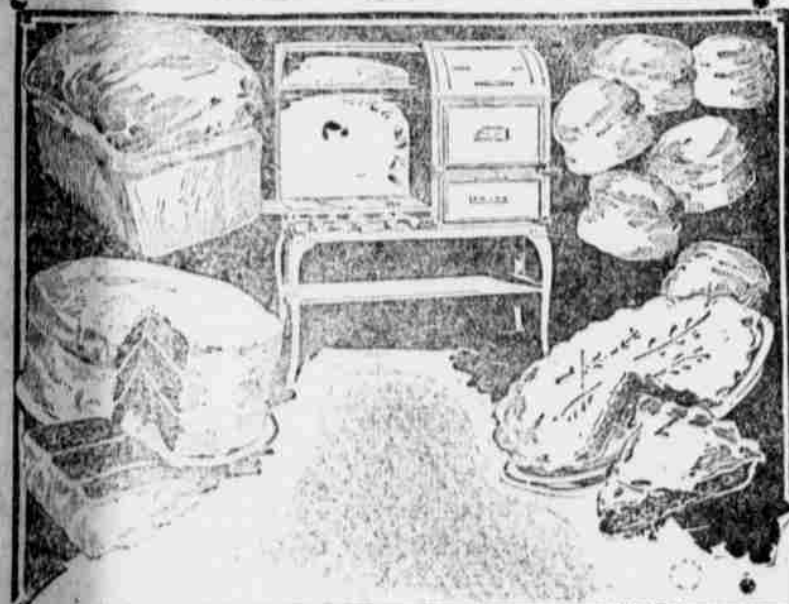
Our own prompt and particular delivery service—Efficient clerks—being out of the high rent district and keeping our prices as low as consistent with good business makes

Conner & Hoagland

—The Leading Grocers—Dealers in Good Groceries—
797 South Broadway. Phones 348-J and 326

INDEPENDENT AUTO SERVICE

Marshfield, North Bend, Empire, Tulecel, Sunset Bay.
Leaves Marshfield at Busy Corner, 7:30 a. m., 11:30 a. m., 3:30 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 167-11.



GOODIES

of your childhood days baked the modern way

The modern Gas Range has now brought back to us the wonderful baking of the delicious cake, the pie that called for a second piece, biscuit light as a feather and wholesome, perfect bread—treats which we never really appreciated when we were youngsters.

A Gas Range makes baking a pleasure

No longer is it necessary to coax the fire until the oven is just right; no longer does baking mean a day-long task. With the modern gas range your oven is kept at just the right temperature, there is no long wait for it to heat and it does not cool off at the critical time. Baking is a real pleasure with a Gas Range—and an economical pleasure too.

Oregon Power Co.

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, \$2.55 per yard.
Carload lots, taken from cars, \$2.00 per yard.

Retail Department.

C. A. Smith Lumber & Mfg. Co.
Opposite Post-Office. Phone 190.

Cost to See The Fair Not High

OREGONIANS CAN GET ALONG REASONABLY AT EXPOSITION

Information Given Out at Oregon Building Contains Some Good Pointers for Visitors

(Special to The Times)

SAN FRANCISCO, July 15.—It is stated at the Oregon building at the Exposition that with a little care, Oregonians coming to the Exposition will find it possible to make a stay here at no excessive cost. Down in the city good rooms at average hotels can be had at \$1.00 to \$2.50 per night, and rooms in boarding houses and at homes at \$5 to \$10 per week. Restaurant prices are not beyond the usual and at cafeterias good food can be had at very reasonable prices. At the latter places, for everything except meat, five and ten cents is the price for the average dish. There is an excess of rooms and eating places, the crowds not yet having overflowed the city.

For those who feel the need of apartments, one and two rooms with kitchenette and private bath range from \$22.50 to \$50.00, at thoroughly respectable and up-to-date apartment houses within a short street car ride of the Exposition or city. On the Exposition grounds prices are a little more strenuous in spots, but visitors meet this situation pretty largely by bringing their lunches with them, and the very best of people do not scorn this.

Popular Eating Place

The Y. W. C. A. cafeteria occupies a building all its own and is the popular eating place within the gates. Here one can pick out a reasonably good meal for fifty cents or less, and for light lunches is ideal. However, at the Coffee Parlor ham, eggs, bread and butter and coffee are obtainable at forty cents. Waffles and coffee cost 25c.

The Zone is filled with eating places, cabarets and restaurants offering food at all prices. "Hot dog" sandwiches and coffee joints are everywhere, and the combination can be had for twenty cents. In the Food Products building it is possible to get light lunches and tea for about twenty-five cents, and tea houses serving tea and rice cakes at fifteen cents are everywhere.

Hotel on Grounds

There is but one hotel on the grounds, "Inside Inn." Rooms here without bath range from \$3 per night upward, according to location; with bath, \$5.00 and upward. Break-

fast is served at 75c straight, other meals a la carte. Patrons here must pay the 50c daily admission to the grounds, but, unlike all others who attend the Fair, these have a permit to leave and enter as they choose. As a matter of general information, Oregonians will be glad to know that hotel, room, or apartment accommodations can be secured at the Ferry building, and that street cars leading to all parts of the city and direct to the Exposition come in front of the Ferry building. From there to the Exposition, the "D" car is the most popular. It is direct and lands in at the main or Scott street entrance. At the Oregon building every possible information about the grounds is available at the central booth, and special effort is made to render Oregonians every needed service, as well as to make the visit of everyone to the building as pleasant as possible.

AT THE HOTELS

- Chandler Hotel.
L. C. Wheeler and wife, Bandon; F. S. Slagle, Coquille; C. H. Wilcox, North Bend; E. M. Gallier, Bandon; W. H. Everhard, Medford; George Harris, Portland; Frank L. Awa, Honolulu; A. P. Turner, Honolulu; Mr. and Mrs. G. W. Vierra, Honolulu; I. Wolfe, San Francisco; H. Bruard, North Bend; G. A. Debow, San Francisco; Charles J. Haas, Portland; C. H. Sprout, Portland; U. S. Booth, San Francisco.
St. Lawrence Hotel
Robert Fox and wife, Bandon; C. P. Hewild, Chiloche; J. Kaloni Peterson, Honolulu; Frank Alvall, Wailua; Gus Severson, Portland; John Adams, Portland; C. P. Loyles, Beaver Hill; W. M. Clark, Bandon; J. D. Brown, Arlington.
Lloyd Hotel.
Frank Bowe, Norway; J. Hartman, Cachery, Wis.; Ben Marsee, Gardiner; J. A. Horne, Coos River; W. H. Morgan, Bandon; Joseph Hubal, Florence; Ella Smith, Coos River; George Sagar, Portland.
Blanco Hotel
J. H. Corrigan, Myrtle Point; W. H. Smith, Portland; U. S. Nay, Kentuck Inlet; A. W. Stevens, Coos River; Frank Lindy, Lakeside; George Schapers, Allegany; Tom Haynes, Empire; E. H. Littleton, Powers; M. Hamilton, Portland.
Times want ads bring results.

Letters on Talked of Topics From Readers of The Times

MEEKS MADE REPLY

COOSTON MAN ANSWERS STATEMENTS OF MR. POWELL

In Letter to The Times Defends the Prospects of Settlement on East Side of Bay

Editor, Coos Bay Times:
In your issue of July 10th, under the caption "Wires About Lots," is an article about the property known as Crawford Point, which in paragraph two of said article, you state: "A few weeks ago a man was here from a Colorado city saying that he and associates had made first payments on \$300 lots and wanted to ascertain their real value before paying more."

As no name is mentioned I am unable to say as to whether or not it was the man from "a Colorado city" who was here some two weeks ago, representing fifteen men who had purchased lots at Crawford Point, but if the same party, wish to state he told me, in the presence of a witness, he was well pleased with his purchase; that the property lay better than he expected to find, and he would return and inform his friends they had made no mistake in purchasing lots at Crawford Point, and within one year's time he and his friends would move to Coos Bay and build upon their property.

I am not in possession of the price list of lots on Crawford Point, and do not know at what prices they are being sold only from hearsay, nor am I trying to uphold any "Townsite Sharks," as I have in the past month publicly denounced what I consider shady methods of trying to dispose of property, but I believe in justice to all and will state I have made a very careful investigation of the Portland, Eugene and Coos Bay Land Co., owners of the above mentioned property, and find them O. K. I am perfectly satisfied the above company would not knowingly permit any agent of theirs to misrepresent in order to sell, or would they continue in their employ any agent whom they knew was doing so.

Mr. Powell in his answer to the telegram received asking about this property says: "No chances for railroad through Crawford Point, ***"

Proposition is absolutely wildcat scheme. "Upon what meat doth this our Caesar feed, that he is grown so great?" In a conversation with Mr. Powell today I said to him: "You say 'no chances for railroad through Crawford Point.' How do you know?" His answer was "It is coming down this side." I then asked him if he meant the Southern Pacific or an East and West road and his answer was "Any road coming here will come on this side." I would like to have Mr. Powell inform me at what point the Bay will be bridged to take the road to the east side.

There will be an East and West or Transcontinental railroad to Coos Bay sooner than many expect, and I firmly believe that any fair minded man will agree with me that its terminals will be on the East side of the Bay, if not at Crawford Point, within the City limits of the City of Eastside within which limits the Crawford Point property is located. I also asked Mr. Powell how he knew the "Proposition is absolutely wildcat scheme," and his answer was "Because they are asking \$250 a lot."

Mr. Powell says in answer to his friend's message, "Do not consider the tract worth over \$200 an acre." Mr. Powell has the right to place the value upon any piece of property around Coos Bay that he may see fit but if he will come over to Crawford Point I will show him land that has sold in the past year at a price exceeding \$800 per acre, and I will show him land on Crawford Point that is held at a price exceeding \$1,000 per acre, and can not be bought for less, and the above mentioned property was never owned by the Portland, Eugene and Coos Bay Land Co.

The east side of Coos Bay has been held back for years, but is now beginning to come into its own, and will continue to grow regardless of all the knocking anyone may desire to do. The members of the Portland, Eugene and Coos Bay Land Co. have sold seven townsites within the past seven years, and each of these townsites are now thriving towns, and it is my belief that this firm will, whether given a helping hand or called wildcat schemers, do more to further development on Coos Bay than has been done by any other company handling townsite property here in the years past.

It has been the belief of the undersigned since the day he first came to Coos Bay, that there is not a bad buy in property around the entire Bay, the price of some may seem high but there is no other part of the Pacific coast that has as bright a future as Coos Bay, and fully realizing the "power of the press," it is also my belief the publishing articles as the one to which this is an answer, is doing more to retard and hold back development than anything else.

I have time and again stated I would like to see, and I hope the time will come when the entire territory from Simpson's Park, south to the Smith mills, and thence north on the east side of the Bay to Haynes Inlet, will be within the limits of one city. We want the people to come to Coos Bay and it matters not what particular site they may choose for a home, whether the west or the east side of the Bay, as both sides are going to be built up and be prosperous cities, and every family locating on its shores will assist to make the country what we want it to be, the best place in the United States.

L. G. MEEKS,
Cooston, Oregon, July 13.

WHEN YOU WANT SOMETHING

- ◆ the most satisfactory
- ◆ place to turn for information is to the advertising columns of

THE COOS BAY TIMES.

- ◆ The advertising is the message of men and women who believe they have anticipated your wants.
- ◆ They believe they can add to your pleasures by supplying them.
- ◆ They ask your patronage and frankly tell you why—because they can be of service to you.
- ◆ The advertising is the meeting place, the great exchange for supply and demand.
- ◆ It is a profitable habit to read the advertising in a live daily newspaper like

THE COOS BAY TIMES.

- ◆
- ◆
- ◆
- ◆

ABOUT PLANK ROAD

SOME FACTS AND FIGURES ON ROAD BUILDING

Fred H. Chestnut Writes The Times On the Timely Topic of Roads and Road Building

Editor, Coos Bay Times:
With regard to your news item in the issue of your valued paper of July 12th, entitled "Favor Plank Road," would say that I would like to call your attention to several points.

Let us first arrive at the cost of laying the two forms of surfacing under consideration, viz: Plank and hard surface.

A plank road, 12 feet wide, having plank 3 inches thick and using 4 stringers 4 inches by 6 inches in section, contains 232,320 F. B. M. per mile. Estimating that this can be purchased and laid for \$10.00 per M., we have a cost per mile of \$2,323.20.

A hard surface road 12 feet wide and composed of 4 inches of concrete base topped with 1 1/2 inches of Bituminous wearing surface, would cost \$1.60 per square yard, and as one mile of such road contains 7,040 square yards, the cost per mile would be \$11,264.00.

The unit prices used in the above estimates are based on actual prices at which work in small quantities has gone for here in this county and within the last few months. Large contracts could probably be let for somewhat less.

In your article plank road is estimated at \$2,200 per mile and hard surface at \$16,234 per mile. The estimate of \$2,200 per mile corresponds favorably with my estimate of \$2,323.20, therefore, I assume that you are estimating on the same width road, viz: 12 feet; but your estimate of \$16,234 per mile is \$4,970 per mile in excess of my estimate of \$11,264 per mile, therefore, I am led to believe that you are either in error or that you are assuming a wider road which would be unjust if a true comparison is to be arrived at.

You state that it is better to plank 200 miles than only hard surface 25 miles; but, according to my figures \$440,000 would hard surface 39 miles of road.

Your statements of the advantages of plank roads, viz: (1) Small first cost, hence large mileage with a given capital; (2) The keeping of the capital expended in the county; are all well and good, but in fairness to those interested it would be well to consider the disadvantages which I believe to be as follows:

1. A plank road is at no time during its existence as good a road to ride on as a hard surface road.
2. A plank road will require replacing in from 3 to 7 years, average 5 years, while a hard surface road will last at least 20 years.

The first statement requires little elaboration.

The second statement is one of fact which can be corroborated by numerous incidents in the different towns of this county, and it on this fact that the strong argument against the use of plank roads is hung. The following arguments will, I think, be convincing:

Assume that the County bonds itself in the extent of \$440,000 and that the money is expended in five years building 200 miles of plank road, that is, building 40 miles of road each year for five years. At the end of 5 years, we will say, the first 40 miles requires replacing which at \$2,200 per mile, would require \$88,000, and the same at the end of the sixth and seventh years, and so on. \$88,000 per year. And where is this \$88,000 to come from? Either from the general fund or by the issue of new bonds. But can the general fund stand the expense? Interest on \$440,000 worth of bonds at 4.5 per cent per annum is \$19,800 and sinking fund, if invested at 5 per cent, required to redeem these bonds in 20 years would be \$13,305.60 per annum or a total of \$33,105.60 per annum, add to this the \$88,000 making \$121,105.60.

Will the general fund stand to be depleted of \$121,105.60 per annum? Maintenance charges on the roads and bridges of the county will not be materially decreased by the planking of 200 miles of road. The county cannot issue new bonds to cover this expenditure, as by law the county can only bond itself to the extent of 2 per cent of the assessed value, which is \$22,000,000.

On the other hand if a hard surface road is built it will last at least 20 years, the life of the bonds, hence a replacement can be made by the issue of new bonds.

To be concise, let us remember the foremost rule of good finance, that is:—Money raised by the sale of bonds should not be used in any form of construction which said construction has a life less than the life of the bonds.

FRED H. CHESTNUT.

The July Sales

JULY is one of the sales months in the calendar of live merchants.

It is the time the stores get ready for inventory and prepare to clear out broken lots.

It is the merchants time for planning Fall business.

And so special values are frequently offered to the public.

This fact makes newspaper advertising in July so full of interest.

One may pick up The Times anytime and find that it is offering just the things they need at prices much less than they expected to pay.

Coos Bay Times
PHONE 133