

**GARY SUITS
STEEL ENVOYS**

**Corporation Officials Visit the
Mushroom City—Mil-
lions Spent.**

THREE MILES OF PAVEMENT

**Every Part of Mammoth Plant to
Embryo Looked Over by Gay-
ley and His Associates.**

Chicago, Aug. 31.—An official inspection of the new mammoth steel plant and town of Gary was made yesterday by James Gayley, first vice-president of the United States Steel corporation. Vice-President Gayley was accompanied on the trip by several members of the board of directors of the steel corporation.

The particular object of the inspection was to see how the \$45,000,000 recently appropriated by the board of directors for machinery and other equipment at the new steel plant is being expended.

Mr. Gayley and his associates, after a thorough inspection of the plant, which now is being rushed to completion, and after seeing everything that is to be seen in the new town rising out of the sand dunes, expressed themselves as being satisfied with the progress of the work and the manner in which it is carried on.

Vice-President Gayley and a party of fourteen arrived in Chicago in the morning and registered at the Auditorium Annex. They were accompanied by their wives and a number of servants. They went to Gary shortly after noon and returned to Chicago in time to catch the 5 o'clock train on the Burlington railroad for Denver.

See Every Part of Big Work. At Gary Mr. Gayley and his party were met by W. P. Gleason, superintendent of the steel plant, who conducted the visitors through the various parts of the works.

Catching first a glimpse of Broadway, the main street of the new city, the party was escorted north across the sandy stretch, that lies between the built up part of the town and the site of the steel mills along the southern shore of Lake Michigan.

It was there that most of the time was spent. Structure after structure, clean and fresh, smokestacks of great height and furnaces in various stages of construction, all ultimately to become the greatest steel producing works in the world, were what Vice-President Gayley and his party saw as they stamped through the sand.

On Site of Furnaces. After taking a general survey of the buildings Supt. Gleason took the party to the site of the sixteen blast furnaces and the eighty-four sixty-ton basic open hearth furnaces, which are to be a feature of the plant. Eight of the sixteen blast furnaces will be built during the next year, work on them to begin on March 1.

The blast furnaces will have a daily capacity of 450 tons each. Plans for the open hearth furnaces then were explained to Mr. Gayley by Supt. Gleason. The buildings will be identical in every detail, each being laid out on the dimensions of 1,180 feet long, 204 feet wide, and containing fourteen furnaces of sixty tons' capacity.

The charging floors are 80 feet wide and pouring floors 61 feet wide. The pouring platforms are under construction. In these buildings, it was explained to Mr. Gayley, a big sum will be expended for machinery.

To Install Huge Cranes. Several seventy-five ton electric cranes will be installed on the charging floors and the pouring floors will have 125 ton cranes that will be used for lifting and swinging the molten ore. This feature of the plant appeared to interest the party.

The charging floors open into storage yards, each more than seventy-one feet wide which run the entire length of the buildings and which are served by five cranes. Mixer buildings will be constructed at the end of each of the open hearth buildings nearest the blast furnaces. These will be 85 feet wide and 120 feet long, containing mixers of 300 tons capacity, operated by hydraulic power.

Ladies will be handled by seventy-five ton cranes with fifteen ton auxiliaries. The finishing end of the plant will include slabbing, blooming and billet mills, a rail mill of 900,000 tons annual capacity, one forty-eight inch and one 160 inch plate mill with a combined capacity of 300,000 tons a year. There will be also structural mills and eight inch to twenty inch merchant mills.

Labor and Time Waste Eliminated. In designing the mills, the engineers have aimed to secure the greatest economy in the handling of material. There will be no waste of time or effort.

When the furnace section of the plant had been inspected Mr. Gayley and the other visitors were taken down to the lake shore to view the projected harbor. The plan of the corporation provides for a slip a mile long as a harbor for ore carrying steamers.

This waterway will have a depth of twenty-five feet and will be 250 feet wide.

At the point where the steel plant is being constructed the lake is shallow for some distance from shore and it is the intention of the corporation to fill in enough to accommodate nearly one-third of the plant.

From this point, Mr. Gleason piloted his visitors through the new city growing up south of the mills.

Here Mr. Gayley saw new homes under construction on every hand. Broadway is three and a half miles long between the Grand Calumet and the Little Calumet rivers. From one end to the other, banks, hotels, stores, and offices are under construction. The street is 100 feet wide, has wide cement sidewalks, and is paved with cement and asphalt, corrugated for flushing and draining purposes.

**AL. WATERMAN SEES
PHOSPHORESCENT SEA**

Al. Waterman, the genial electric light of commerce, representing the Pacific Hardware and Steel Co., of San Francisco returned from the valley this morning via Drain, Scottsburg and way points. Al. reports business fine, but like all who have spent any time on Coos Bay the longing to return and mix again with companions and friends was uppermost in his thoughts, after living from hand to mouth in the valley. He also looks forward to partaking of one of Dr. Hayden's "Curries" with much pleasure. Al. reports one of nature's rare phenomena while coming along the Gardner beach, this morning, a phosphorescent sea, and while tired and sleepy he would not have missed the same for any amount of money.

**UTTER FIRM WILL
BUY NEW MACHINERY**

Mr. Moran, who is interested in the Utter brick yard on Isthmus Inlet, was in the city yesterday and said the company has decided to purchase a lot of new machinery for the yard. Among this will be a new brick machine and a dry kiln. These supplies and improvements cost a great deal of money and require much time for installation, and the firm is not certain whether it can be running in full blast this year or not. The machine now in use is not satisfactory and the firm found it necessary to make the additions mentioned.

**CEMENT BLOCKS FOR
BUILDING ON DISPLAY**

Daniel S. Orr has a sample of concrete block on exhibition at the Chamber of Commerce. Mr. Orr is an experienced manufacturer of concrete blocks and has an experimental plant on Broadway near Washington avenue where he is working with cement and Myrtle Point gravel. The sample he shows compares very favorably with building material of this sort, as manufactured in other places. Mr. Orr says he can manufacture this concrete building material and compete with imported brick, since the amount of plaster required is much less than with brick.

**STATE OFFICERS WILL
VISIT COOS COUNTY**

John Wolf, Grand Chancellor, and L. R. Stinson, Grand Keeper of Records and Seals, of the Knights of Pythias for Oregon, will be on Coos Bay next week for the purpose of inspecting the various lodges of the order. They will arrive on the Alliance.

NEWS OF NORTH BEND

Doings as Recorded by Times' Regular Correspondent

J. R. Robertson of El Croo, was in town yesterday.

Thom & Wieck have made three tons of ice at their plant, which has a daily capacity of eight tons. They will make enough ice to supply the local demand.

The Ketchum Klub are moving today. By Monday morning they will be settled in their new quarters in the Winsor Block.

Two cases have been commenced in the Justice's court. In both of which J. H. Guerry is plaintiff. In one case R. C. Holmes and wife are defendants and in the other case J. W. Grout and wife are the defendants. The former is for \$125 alleged to be due the plaintiff for professional services rendered the defendant, and the latter is for \$250 alleged to be due the plaintiff for similar services. N. C. McLeod represents the plaintiff and C. E. Maybee the defendants.

A crowd of young people left last night to spend Sunday up Haynes Inlet. They spent the night at Peterson's and today will visit Mr. Robertson's home, El Croo.

Miss Elizabeth Davenport, a sister of W. A. Davenport, arrived last

Wednesday from Lincoln, Nebraska. She will assist her brother, who intends to open a real estate office very soon.

Perry Mouzey, who has been running the North Bend News Company for some time past has quit working there. He still retains an interest in the business. He doesn't know just what he will do. First of all, however, he expects to take a little rest.

Prof. A. B. Raab and family, the Misses Wilson, Mitchell, Miller and Davenport, and Mr. Carmichael and W. A. Davenport, returned Friday evening from a several days' camping trip up Coos River.

Entrance examinations for new pupils and those who failed to pass their examinations were held yesterday at the North Bend public school building. During vacation the school building has been repaired thoroughly and the upper story finished and divided into two rooms, which will be used by the high school department. The school will open Tuesday morning. Another teacher, Mr. Ray Hevener, was employed last week. He will have charge of the eighth grade. Mr. Hevener comes from Ashland, Oregon.

**WIRELESS ON SAN
FRANCISCO BOATS**

Steamers Rose City and Bay City to Have Telegraphic Equipment.

Wireless telegraph apparatus will be placed on board the new steamships Rose City and Bay City, which will operate between San Francisco and Portland for the San Francisco & Portland Steamship company, says the Oregonian. Official information to this effect was given out yesterday. When the first of the vessels goes into service on the line she will be prepared to receive messages from all points on the Coast where there are wireless stations.

The Rose City and the Bay City were recently purchased by Mr. Scherwin for service between San Francisco and Portland. They were then known as the steamships Lawton and Kansas City. The latter was a Morgan line boat and operated between New York and Savannah. The Lawton was purchased from the government and had been used as a transport. The names of the two ships have been ordered changed to the Rose City and the Bay City.

At present the only merchant vessel on the Coast having wireless telegraph equipment is the Pacific Coast company's steamer President. She is operating between San Francisco and Seattle. The Government, now en route to the Coast from the east, is also so equipped.

The federal government has established wireless stations at Flattery, North Head, Cape Blanco and Point Reyes. For a vessel at sea it is a comparatively easy matter to make a connection with one of these stations. On the occasion of the trip of the steamship President to Nome, a message was received by the operator of North Head when the vessel was 2,300 miles to the northwest. One was recently sent from San Francisco to a government vessel 600 miles to the westward. To the shipping interests and to the government the placing of wireless apparatus on all steamships is a matter of the greatest importance.

**RAINS ARE INJURING
VALLEY HOP CROP**

Salem Reports Resumption of Wet Weather Last Night—Hops and Prunes in Danger.

Salem, Aug. 31.—A rain set in again tonight in this section and promises to continue for some time. The barometers show indications of a heavy fall. There are many discouragements on account of the present rain, as it has been wet of late and the hops are not picked. This rain will add further damage to this crop. The prune men are also apprehensive that damage will result to the prune crop as the fruit is nearly ripe and is likely to crack if the wet weather continues. Today was the first day of the rush to hop fields and the pickers had not gotten well started. Mold on hops is quite common.

**FITCH HAS WRITTEN
NEW MODERN COMEDY**

Deals with American Life in a Comedy Vein—Gives out Interview on Adaptation of Foreign Dramas

Pairs, Aug. 30.—C. Fitch has completed a new play which will have a Frohman production in New York next season. Fitch, who has been making a short stay in Paris at the close of his annual automobile tour of Europe, said today that the play was a three act comedy dealing with American life, not specially society. The title is still undecided. "All last winter and spring I spent considerable time in thinking out the main lines and filling in details, and finally brought the play to a satisfactory shape," he said. "I had it written in my head, so to speak. During the automobile tour through Italy in the early summer, I interpreted my wandering to settle down in Venice one month, which was devoted entirely to putting the play on paper and making the finishing touches. Venice is an ideal place for literary work, owing to the absence of noise and the facility for concentrating one's thoughts undisturbed."

Fitch took advantage of his stay in Paris to make arrangements for the adaptation of his play, "The Truth," now running in London, on the French stage by Tristan Bernard. When asked if he thought American playwrights were still inclined to copy European stagecraft and technique Fitch replied:

"The tendency is toward the methods best adapted to the requirements of American audiences.

"As to the adaptation of European plays, I believe that any really good work based on motives and circumstances which an entire audience can appreciate requires little adaptation for America, whereas plays turning on a particular phase of foreign life are always unlikely to secure full appreciation. This accounts for the comparatively small success obtained in America by Paul Hervieu, whose works I greatly admire.

**SEVENTY MEN DIE
IN BRIDGE DISASTER**

Collapse of Cantilever Structure—Consequent Deaths Due to Late Warning.

New York, Aug. 31.—Theodore Cooper of this City, who had been consulting engineer in charge of the huge cantilever bridge which collapsed Thursday, feels keenly the accident which cost the lives of 70 men. Cooper says that on Thursday evening after his inspector came to him and told him things did not look well for the bridge, he sent a message to the men at work to get off the bridge and stay off it. Cooper has not been notified whether the warning came too late. Cooper says he believed the bridge as planned to be absolutely safe. Cooper is one of the most distinguished engineers in the country as well as the most experienced.

—Buy your groceries at Sach's.

**HAS NO MONOPOLY
ON GRAVENSTEINS**

Coos Bay Product Is of Excellent Quality, However—Baldwins Equally Fine.

The Coquille Sentinel has the following pertinent remarks respecting the exploitation of the Gravenstein apple, which is being carried on by the Chamber of Commerce, supported by the Times:

"There are a good many people in this section of the county who are desirous of knowing what variety of fruit 'Coos Bay Gravensteins' and 'Coos Bay Loganberries' are. They have been reading for the past few weeks in the Times about these varieties and are wondering if they are different from the ordinary gravenstein apple and loganberry of which every person in this section of the county has all they want to use and some left to sell. Besides this, hundreds of bushels go to waste every year. Or, if it is something new we would like to get wise to the variety and urge our people to follow suit and set out some 'Coos Bay Gravensteins' and 'Coos Bay Loganberries.' If they are different, we want some, badly."

It is natural for any community to make big claims, but the impression is not intended that Gravensteins are grown only on Coos Bay. The valley raises Gravensteins, the Stuslaw country produces as good Gravensteins as can be raised anywhere on earth, the Coquille country likewise, produces and ships some of the finest Gravensteins, and the people about the Bay should know the great importance which attaches to the growing of this particular variety of apple. Nobody denies that agriculture and horticulture in general are sadly neglected in the country around Coos Bay and since it is so well known, it seems to be the mission of the Times to enthrone more life into those pursuits and to widen them if possible by attracting new settlers to this country.

Mr. J. W. Watt, now a resident of Coos Bay, but formerly of the valley, said yesterday to a Times' reporter, that Gravensteins are grown all up and down the Willamette valley, but the product is usually of inferior quality as the pests are common there and thus the profits are not so generous as they can be made in Coos county, where there are no troublesome pests. Mr. Watt added that the Gravenstein is not the only apple which is grown here to perfection and said he had seen better Baldwins from the Myrtle Point neighborhood than anywhere else in the United States.

**ELECTRIC COMPANY
TO INSTALL BOILER**

The Coos Bay Gas and Electric company will start work on installation of a large new boiler at their Marshfield plant this morning. The work will require about a week, and the company has requested the patrons in the center of the city to use as little electricity as possible during that time, as the current will not be so strong as usual.

DEFAUDING THE CUSTOMS.

Conspirators Who Robbed Customs Taken Into Custody.

Paris, Aug. 31.—The police have unearthed a scheme that has been in operation for a long time past to defraud the French customs. Several officers and the clerk of a large freight firm doing business with the United States and England and a clerk in the customs department were taken into custody. The frauds are estimated at \$200,000.

**SALMON RUN LIGHT
SO FAR THIS SEASON**

Mr. C. E. Nicholson, of the cold storage plant, says the salmon run has been very light thus far on Coos Bay, and compared with the run of last season it is already a month late. The fishermen are taking on an average about 100 fish per night, where last year they were catching anywhere between 200 and 300, the average for last season being close to 300 per day.

Photographers Attention.

The Marshfield Chamber of Commerce offers a fine prize for the photographer getting the best photograph of the boat fleet on Monday, Sept. 2, Labor Day. The fleet will leave Marshfield at 9 a. m. for North Bend. Get out your cameras and kodaks.

**LABOR WILL
HAVE INNING**

**Monday Set Apart For Observance of Legal Holiday
—All Coos Bay**

PARADE PROMPTLY AT 9:30

Speeches, Ball Game, Water and Other Sports Will Make Full Day.

Tomorrow, Labor on Coos Bay will celebrate for the first time. The selection of a day for the annual observance of labor occurred in 1887. The observance was started by the labor organizations as a class, but later on it was urged in the several state legislatures as worthy of being a legal holiday and was adopted as such from time to time by states until now, it is universal throughout the country. The first Monday in September is the day designated for the recurrence of the celebration.

The entire day will be given up to the parade, addresses, sports and contests. The sports include water contests, ball game and other similar amusements, tug of war, bicycle races, etc. The parade will form on Front street at Wolcott's store at 9:30, and then things will be turned loose and the day's fun will be on. The line of march is as follows:

Parade forms at corner of C and Front streets at 9:30 a. m., headed by Acme band, followed by Mayor and Council in carriages, Business Men's Floats, North Bend Carpenters' & Joiners' Union, Ship Carpenters' Union, Marshfield Carpenters' & Joiners' Union, North Bend Longshoremen's Union, I. W. W., Retail Clerks' Association, Marshfield Longshoremen, Painters' & Decorators' Union Machinists & Ironworkers, Coal Miners' Union.

March West to Masonic Temple, North to High School, East to Merchant's Corner, North to County Bridge, East to Front street, thence South to starting point.

Immediately following dissolution of the parade, the people will assemble on the Plant docks where the speeches will be made from a stand erected for the purpose. Address of Welcome by Mayor Straw, Response by C. A. Strickland, Marshal of the Day, Speeches by Francis H. Clarke and C. S. Vandervoort.

Water sports will follow the speaking and these will likely continue until noon, when intermission will occur for meals. The ball game and other sports will take place at the ball ground from 1:30 to 3:30. After these street contests will be held on Front street, the day to close with a grand ball in the evening. Boats will ply between Marshfield and North Bend every half hour.

**CONCRETE FOUNDATION
IS NOW COMPLETE**

The Rogers-Bowman building concrete foundation is built up to grade and the supports are being placed in the basement. These are of wood and brick and the work is being carried on rapidly. The firm received a shipment of 32,000 brick this week for the inside foundation work. The plans for the first story have been changed and this story will be built of concrete, owing to the inability of securing brick as fast as necessary to hurry the work.

HIGHBINDERS GET BUSY.

San Francisco Chinamen in Muxup—Two are Dead.

San Francisco, Aug. 31.—A murder, declared by the police to have been the work of highbinders, was perpetrated in the Chinese quarters at 7 o'clock this morning.

So Ho Yick, a member of the Hop Sing Tong, while walking on Washington street, was shot dead by an unknown Chinese who is believed to belong to the Suey Sing Tong. The murderer made his escape. The tragedy is thought to be the sequel of the shooting of Lee Long, a Suey Sing man, in Oakland on an early hour this morning.

—For Sale—Good residence on Broadway. J. D. Johnson.