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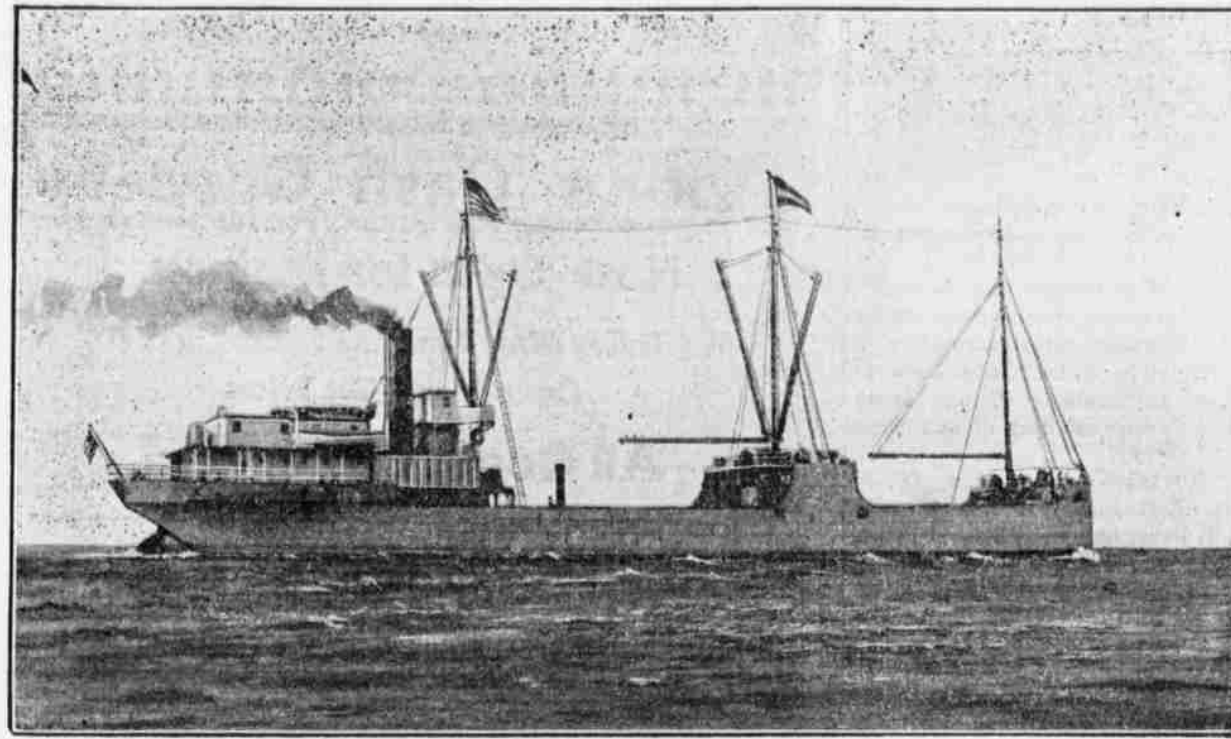
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VOL. II.

THE DAILY COOS BAY TIMES, MARSHFIELD OREGON, THURSDAY, MARCH 26, 1908.

No. 223.

LARGEST LUMBER CARRYING VESSEL ON THE PACIFIC REACHES COOS BAY



THE NANN SMITH

C. A. Smith's New Schooner Reaches Port After Trip Around the Horn.

GIVEN GLAD WELCOME BY PEOPLE OF COOS BAY.

Dream of Years Realized When Vessel Reaches Her Own Dock.

C. A. Smith Writes Letter of Acknowledgment and Appreciation of Cordial Greeting.

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LETTER OF ACKNOWLEDGMENT.
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Editor of Coos Bay Times, Marshfield, Ore.

Dear Sir: On behalf of my daughter, my associates, Captain Nelson and myself, I desire to thank the people of Coos Bay, through The Times, for their kind and enthusiastic demonstration on the arrival of the "Nann Smith" in the bay yesterday, and for the many acts of friendship shown in many ways. Incidents like this make our efforts worth while and we look back to them with pleasure and appreciation. It is also proper at this time to assure the people of Coos Bay that we fully realize their interests are our interests and that our aim is to assist in the developing and upbuilding of this community. Hoping that nothing shall occur to mar the friendly and sympathetic feeling so generally expressed yesterday, and with the assurance that our aim is to be always worthy of this kindly feeling,

I remain sincerely yours,
C. A. SMITH.

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WE ALL dream dreams. And into the warp and woof of the fairy fabric with its thousand tints and colors—as it comes from the loom in our house of dreams, we always weave the gleaming white of a sail. The sail of "Our Ship." Out there somewhere beyond the horizon, that dim and hazy line where sky and sea meet, "Our Ship" is proudly sailing, its white canvas gleaming like silver in the golden sunshine, and we wait impatiently for its coming. And why not? For all our dreams will come true when "Our Ship" comes in.

Wednesday afternoon, C. A. Smith's ship came in. The Nann Smith is probably the first real dream ship that ever cast anchor in the waters of Coos Bay. And what a magnificent and substantial "dream ship" she is. Her sails were folded and she looked like a great steel Leviathan as she moved up the Bay in advance of the gaily decorated launches that seemed like butterflies flitting about her.

When at 5:30, Wednesday afternoon, the Nann Smith moved into her slip at the C. A. Smith mill dock as easily and lightly as a canoe, and was made fast, C. A. Smith's dream had come true. There was no formal reception on board, but a number of the personal friends of Mr. Smith who remained to congratulate him on the successful termination of the long voyage and bid the Nann Smith welcome to Coos Bay assembled in the dining saloon and drank a toast to the vessel, her owner and master and crew. In a few brief, well chosen words, Mr. Smith gave utterance to his sincere and heart felt thanks for the good wishes and evidence of interest and appreciation by the people of Coos Bay. He modestly told his hearers how for years he had been dreaming of a mill on the Pacific where his own ship would anchor at the mill dock to carry a cargo of lumber to the markets of the world. And now the dream was true. The echo of

The Nann Smith is a steel steamship designed especially for lumber carrying and was built at Newport News, Va., by the Newport News Shipbuilding and Dry Dock Company. She is 283 feet in length, of 2,009 gross tons, 43 feet beam and 21 feet depth of hold. As is the general style in this class of vessels, the machinery is placed well aft, allowing large holds for the storage of timber and also ample space for deck loads. The propelling engine is a triple-expansion, having cylinders 19.31 and 52 inches in diameter, by 40-inch stroke developing about 1,350 horse-power. Steam is supplied by means of two cylindrical boilers, each boiler measuring 14x 11½ feet, built for 160 pounds pressure. She has a carrying capacity of dead weight cargoes of about 3,100 tons or 2,225,000 feet of lumber. She has eight steam hoisting

the whirling, whirring saws had scarcely died away and the air was still vibrant with the hum of the day's work at the mill that was busy preparing the cargo for the ship that had just come in. It was his ship—his ship of dreams—but no longer the intangible figment of the imagination, but a real ship of steel and bolts and screws that will perform an important part in the world's work of carrying and commerce.

The Arrival.

It was an ideal day. Those who worried because of the delayed arrival and feared so perfect a day as Monday, when the vessel was first scheduled to arrive, might not be in evidence were happily disappointed. Coos Bay climate was at its best and when at its best Coos Bay climate cannot be equalled the whole world over, with its skies of blue and sunshine golden that sifts into the soul and an air bracing with the salt of the seas from which it comes makes life worth living for itself alone.

There was some delay in starting and three days waiting and uncertainty occasioned some slight suspense, but when the shrill blasts of the C. A. Smith mill whistle announced that the Nann Smith had been sighted, the gaily decorated launches in the "welcome fleet" moved out into the dancing waters of the Bay it was a sight worth waiting and watching for. The gay colors of flags and streamers, the well-loved red, white and blue of "Old Glory" predominating made it a beautiful spectacle. Hundreds lined the docks to watch the boats pull out. The Alert carrying the band and many passengers led the flotilla, but there was no attempt at regular formation as Empire was understood to be the assembling port. Soon the launches were engaged in a friendly rivalry for leadership like a lot of playful school boys out for a lark. The Eagle, Express, Queen and Dixie soon pulled away and a little later the Dixie with its long line of pennants bidding "welcome Nann Smith," and carrying banners proclaiming a demand for a "forty-foot bar" and "a harbor

winches, which operate the leading booms on three masts over two masts, each 35 feet by 24 feet. Forward is a steam windlass and capstan and aft is a powerful capstan and towing machine, all operated by steam. The towing machine is aft for the purpose of taking in and letting out hawser while towing a barge or a raft.

The officers' quarters are aft on what is called the bridge deck, are very commodious, have electric lights, steam heat and are exceedingly comfortable. A bath-room, dining-saloon, pantries, four staterooms for the owner, with private saloon, in a measure describe this model type of the lumber steamer. The crew's quarters are forward, also lighted by electricity, very commodious and far superior to the accommodations on many trans-Atlantic freighters. Hanging to the bows are two anchors, one weighing 4,200 and the other 3,500 pounds. Attached to

a mile and a half wide" was leading all the others.

As the flotilla passed North Bend the mills and factories saluted with blasts of their whistles which were answered from the vessels of the fleet. The North Bend boats had preceded the Marshfield launches to the bar. Arriving at Empire about 11 o'clock, all the vessels put into dock and the passengers scattered over the town, many taking their lunches out on the green hillside of the many beauty spots of that pretty little village.

About 1 o'clock it was announced that the Nann Smith was sighted off the bar and the launches again put to sea with Charleston Bay as destination. Here they anchored and many of the passengers went ashore and passed the time pleasantly on the beach and watching the beautiful sight as the breakers rolled across the bar and sent the spray high in air, sparkling like showers of diamonds in the sunlight.

The bar was rough breaking its entire length, but when the tide rose the big vessel headed in and a few minutes after 3 o'clock in the afternoon came across as evenly as a row boat on a land-locked lake.

Coming of the Ship.

Empire is indeed an old, old city. People assembled there to greet the Nann Smith and the new era, remembered that the old, old city was on the map when Seattle and Tacoma and hundreds of other cities were not yet born. Long, long had Empire been waiting for this event. She had waited and waited in her quaint way, with her rustic outlook, her "Old Corner," her neat little houses until Coos Bay's ship should come in over the bar where the ocean stormed and dashed and sent its spray into the sky. While she waited, Marshfield, more pretentious, had grown up on the inner bay and then North Bend. Still the old, old city stirred not. Then a miracle, wrought from the dreams and developed out of the practical wisdom of a master, occurred. The day of old things was warned to vanish before the wand of the magician—Capital, in the hands of the Captain of Industry and Progress. When the

each are 120 fathoms of 2½-inch chain. In addition, there are two smaller anchors for kedging purposes.

On her maiden trip around Cape Horn from Baltimore to San Francisco, the Nann Smith carried a cargo of blacksmith's coal. She was designed as an oil burner but on the trip around the Horn, coal was used for fuel. At San Francisco, the oil burners were installed. On her trial trip, she developed a speed of thirteen knots per hour and it is estimated that she can easily make eleven knots per hour when loaded. The steamer has double bottom in which about 300 tons of oil can be carried. The cost, complete, was about \$300,000.

She is manned by Captain Nelson, who has sailed on northern Pacific waters for many years and who is considered one of the ablest seamen in this section, and a crew of about thirty-five men.

Nann Smith, greatest of her class, came in over the bar the pioneer period of Coos Bay was over. She was being baptized with the waters of commerce; she was received into the community of mankind; she took her place in the world and stepped proudly into history.

Some said, "There are many ships as big as that in San Francisco Bay." Yes, but they never came to Coos Bay. Some said, "She will get stuck on the ridges in the channel." But she sailed on straight and true and cast her anchor at Old Empire dock. Then the people swarmed aboard. Most of them realized what it means. Some few may not have done so. Mr. Smith did not belong to the pioneer class which must be regarded always as merely experimental. He belongs to the class which knows when the experimental work has succeeded and takes advantage of the results. Men call this business instinct. He is the demonstrator. A great mill and a great ship, and a great harbor in a country which laughs with prosperity and where culture is climbing the hill sides. The pioneer sat back with a knowing smile and the great Demonstrator of Coos Bay and its possibilities smiled with satisfaction and victory as he grasped the hands of the hundreds which were extended to him in congratulation.

Then the procession formed again and the launches of our Western Venice ranged themselves on either side of the great ship as it weighed anchor and headed for the inner bay. She did not falter although it was in the thought of the people that she would strike in the channel. On-on she moved and the little Old City with its "Old Corner" and its silent mill receded. The new roofs of North Bend appeared between the trees, Simpson Park looked green and inviting, Old North Bend looked bright and comfortable as the ship came round the bend and the crowds gathered on the water front at North Bend cheered, the whistles blew and the band played. Pandemonium was mingled with music. The old was

[Continued on Page 3.]

WATER COMPANIES' GRAFT IN CHICAGO IS UNCOVERED

MEAT PRICES GO SKYWARD

Eastern Packers Raise Prices But Refuse to Pay More For Livestock.

(By Associated Press.)
NEW YORK, March 26.—The retail prices of meats of all grades have increased two cents per pound within the past week and it is likely that a further advance of from three to five cents will result from the shortage of fat cattle. It may be necessary, according to the packers to import sheep and cattle from England, Australia and Argentine.

ILLINOIS DEMOCRATS ARE FOR W. J. BRYAN.

(By Associated Press.)
CHICAGO, March 26.—At a harmonious meeting of the Illinois Democratic State Central Committee Wm. J. Bryan was endorsed for the presidency. It was decided to hold the state convention at Springfield, Ill., April 22d.

MANY DISCUSS LAST MESSAGE

Roosevelt's Utterances On Bankrupt Railways and Labor Discussed.

(By Associated Press.)
WASHINGTON, March 26.—President Roosevelt's message to Congress is still the principal subject of conversation among the members of Congress and all others who are interested in national legislation. Particular attention is being paid today to his utterances concerning bankrupt public utility concerns and the labor unions to which not much attention was first paid. A summary of them follows:

He recommends that when a public utility concern goes into the hands of a receiver, the Attorney General should have the right to nominate at least one of the receivers who should operate the roads and as speedily as possible pay the debts and return the concerns to the proper owners.

An amendment should be made to the anti-trust law, he says, because of the uncertainty as to how this law affects combinations among the laboring men and farmers if the combination has any tendency to restrict interstate commerce. The President says that all of these combinations, if existing for and engaged in the promotion of innocent and proper purposes, should be recognized as legal and declares the anti-trust law is a most unwisely drawn statute and that in the modern industrial world, combinations are absolutely necessary. They are necessary among business men, they are necessary among laboring men and they are very necessary among farmers.

The President recommends arbitration as a substitute for strikes of laboring men but says that strikes are and should be recognized as legal and declares that combinations of working men have a peculiar reason for their existence. "The very wealthy individual employer, or still more, the very wealthy corporation stands an enormous advantage when compared to the individual working man, and while there are many cases where it may not be necessary for laborers to form a union, in other cases it is indispensable." The President declares that the right of employers to combine and contract with one another and with their employees should be recognized as should the right of employees to combine and contract with employers.

The President urges that ample provision be made for a permanent waterway commission with whatever power is required to make it effective.

Corporations Have Defrauded City Out of Hundreds of Thousands of Dollars.

BY TAMPERED METERS AND BAD OFFICIALS.

Employees Bought, Payroll Padded and Supplies Bartered For Drink.

(By Associated Press.)
CHICAGO, Mar., 26.—An amazing system of robbery and graft, involving many city employees and business firms and extending several years, was uncovered in the water department today. Two employees, including a division head, have been removed and 38 subordinates are slated for discharge. Some of them may be indicted for complicity in thefts.

Through the use of tampered meters and the connivance of city employees several large corporations defrauded the city out of hundreds of thousands of dollars in water taxes and the employees of the meter division have plundered the stock of supplies, selling them to junk dealers and bartering the material for drinks in saloons. Supplies, purchased ostensibly for the water department have been traced to city plumbers who use them in their outside business.

The payroll division was also padded and Superintendent McCourt, appointed six weeks ago, has reduced the staff of employees from 200 to 50.

STEVENS DEAD; MURDERER GLAD

Japanese Official Succumbs at San Francisco and Koreans Express Delight.

(By Associated Press.)
SAN FRANCISCO, March 26.—The remains of Durham White Stevens, the Japanese diplomat shot by a Korean Monday and who died last night, will be held for the arrival of relatives from the East.

The Korean who shot Stevens received the news of his victim's death with manifest delight.

KOREANS RAISE FUNDS TO ASSIST COMRADES.

Colony in Los Angeles Will Contribute to Defend Frisco Ones in Trouble.

(By Associated Press.)
LOS ANGELES, March 26.—Following a meeting of the Korean colony here, announcement was made that a fund is to be raised to defend the men held in San Francisco for having attempted to assassinate D. W. Stevens, the Japanese official. Some of the Koreans endorse the action of the assassins.

BATTLE OF AFFIDAVITS STILL WAGED IN 'FRISCO.

Ruef Files Forty-thousand-word Document in Reply to Heney's Allegations.

(By Associated Press.)
SAN FRANCISCO, March 26.—Abraham Ruef today filed a forty-thousand-word affidavit in reply to the affidavit of Francis J. Heney. Ruef wishes his arraignment upon the trolley franchise indictment to be set aside. Ruef also filed several short affidavits in support of his motion to place Rudolph Spreckles, Heney, District Attorney Langdon, Detective Burns and several others, including a number of newspapermen, on the witness stand for cross-examination relative to the alleged immunity contract with Ruef.

See JOHN S. HAYS' ad. in want column. It means money for you.