

Where Sail Meets Rail
Items of Interest Concerning Masters and Vessels of the Pacific Coast

I stood on the shore beside the sea;
 The wind from the west blew fresh
 and free,
 While past the rocks at the harbor's
 mouth
 The ships went north and ships went
 south.
 And some sailed out on an unknown
 quest,
 And some sailed in to the harbor's
 rest;
 Yet ever the wind blew out of the
 west.

I said to one who had sailed the sea
 That this was a marvel unto me;
 For how can the ships go safely
 forth,
 Some to the south and some to the
 north,
 Far out to sea on their golden quest,
 Or into the harbor's calm and rest,
 And ever the wind blow out of the
 west?

The sailor smiled as he answered me,
 "Go where you will when you're on
 the sea,
 Though head winds baffle and flaws
 delay,
 You can keep the course by night and
 day,
 Drive with the breezes or against the
 gale;
 It will not matter what winds pre-
 vail,
 For all depends on the set of the
 sail."

The Breakwater is due in early in
 the morning, having sailed from
 Portland this morning.

The Redondo is scheduled to sail
 from San Francisco for Coos Bay
 next Monday afternoon. She crossed
 out last night.

A great maritime boom is appar-
 ently universal. The American coast-
 wise trade is flourishing; so is the
 trans-Atlantic trade; so is the Pacific
 trade; so is the trade even in
 far away Australia. Everywhere
 there is a demand for ships that can
 not be met.

Much significance is placed on the
 fact that previous remarkable mari-
 time revivals have followed periods
 of business depression and have
 pointed the way to marked revivals
 of business on land as well.

The steamship men, like the rail-
 road men, long ago, learned that the
 adoption of time schedules to suit
 the convenience and pleasure of the
 traveling public means increased
 patronage for their lines.

Two of the biggest trans-Atlantic
 liners will hereafter sail from New
 York at 1 a. m., instead of in the day-
 time. The deep, well-lighted Am-
 brose channel make such a schedule
 possible. It is argued that the inno-
 vation should be popular because it
 will give ocean travelers a chance to
 attend the theater in New York on
 Tuesday night and will permit them
 to reach London in time for luncheon
 on the following Monday.

Not only was the cargo taken out
 of Seattle recently by the steamship
 "Minnesota" on her last trip the
 largest that ever crossed the Pacific,
 but it was the largest freight ton-
 nage ever carried from any port in
 the world on any ocean.

The great vessel weighed, includ-
 ing cargo, consisting principally of
 flour, 46,000,000 pounds.

The Belgian government is experi-
 menting with a device on one of its
 Channel steamers by means of which
 it hopes to effect a saving in coal
 amounting to about 12 per cent. This
 will be accomplished by pumping a
 film of air between the hull of the
 ship and the surrounding water,
 which it is expected will diminish
 friction. It is claimed for this inven-
 tion that it is already in successful
 operation on two steamers and that
 the economy in coal, even after al-
 lowing for the force to pump the air
 along the sides of the ship, is de-
 cidedly noticeable.

It seems a long cry from the days
 when Andy Mahoney made Marshfield
 as a traveling salesman to the recent
 incorporation of the Olson & Mahoney
 Steamship Company with a capital
 of a million dollars. Andy is well
 remembered by many of the old-timers
 who will wish his continued pros-
 perity for in the old days he was a
 good fellow.

All motor boat owners are inter-
 ested in efforts to defeat a bill that
 has been introduced in Congress by
 Representative Sherwood. The mat-
 ter was brought to the attention of
 the Marshfield Chamber of Commerce
 by Hugh McLain. This bill, known
 as house bill 18,788, it is alleged,
 would destroy the gasoline business
 on the Pacific coast and would dam-
 age the fishing industry of this coast,
 as, if passed, it would require all
 motor boats more than 40 feet in length
 to carry two licensed men.

The bill, it is believed, was intro-
 duced at the request of the Eastern
 steam-propelled boat operators, as
 the gasoline boat is not much used
 for commercial purposes on the At-
 lantic Coast but is used largely on the
 Pacific Coast for passenger and
 freight and particularly in the fish-
 ing industry. To require the small
 operators to carry two licensed men
 it is held would be ruinous.

Thomas Holmes, a sailor, formerly
 employed on the schooner Churchill,
 sailing between Grays Harbor and
 Callao, Peru, has libeled the ship for
 \$2,000 charging cruel and inhuman
 treatment at the hand of Captain C.
 Bonowitz, master of the Churchill.

Holmes was second officer.
 This vessel is known here, belong-
 ing to Captain Simpson. In former
 days, masters oftentimes purposely
 made life so full of cares for the sail-
 ors that they would desert their ship
 in foreign ports, the ship being the
 gainer of the wages due. That game
 won't work any more, a statute hav-
 ing been passed to prevent this out-
 rage. Now any wages due a desert-
 ing seaman are to be forwarded to
 the shipping commission at the port
 where he signed on, where it will be
 retained subject to his proper de-
 mand.

THE WORLD'S GREATEST HARBOR

The harbor of New York is unques-
 tionably one of the finest natural
 harbors of the continent, perhaps of
 the world. Till the beginning of the
 nineteenth century it was predicted
 that Boston, or even Newport, would
 become the great port of North
 America. As late as 1812, Philadel-
 phia was the superior of New York
 as a financial and commercial cen-
 ter. Contrary to all predictions,
 however, New York has left all other
 cities far behind in its phenomenal
 growth. Today its commerce ex-
 ceeds that of any other port in the
 world, including its great rival, Lon-
 don and Hamburg. Its population,
 according to the last census, is also
 increasing about two and a half times
 as fast as that of London.

The measure of the commerce of a
 port is the total volume of tonnage of
 the vessels entering and clearing.
 The total tonnage entered and
 cleared at London during 1910 was
 in round numbers 20,230,000 tons;
 at Hamburg, 22,300,000 tons; at
 New York City, 25,600,000 tons.
 The corresponding figures for New
 York City for the year 1901 were ap-
 proximately 16,300,000 tons. There-
 fore the average increase in tonnage
 during the past 10 years was 1,000,-
 000 per annum.

The value of imports through New
 York Harbor during the year 1910
 approximated \$936,000,000; exports,
 \$652,000,000, a total of \$1,588,000,-
 000, giving the federal government a
 revenue of approximately \$200,000,-
 000.—Charles W. Stanford, in Engi-
 neering News.

**370 ANGORA GOATS
 ARE KILLED BY HAIL**
 LANGTRY, Texas, April 11.
 —Hail accompanying Sunday's
 heavy rain killed 50 grown An-
 gora goats and 320 kids at the
 Zuterbuler ranch near here.
 The hail was the heaviest in
 years.

WORKING AT HOME.

One day when inspiration failed,
 And ready wit within me staled,
 I thought to try
 And fortify
 My hauling use
 By change of scene
 And quiet.
 And so I said
 I'll write at home,
 And make a tinkle-tankle pome
 Outside the office plot.
 But ere the thought
 Expression sought,
 My wife said: "Percy, dear,
 The furnace fire
 Will soon expire,
 Unless, perchance, you disappear
 And hustle on some coal."
 And so I stooped my willing back,
 And harrowed up my soul.
 The muse again
 My lagging pen
 Pursued with fierce desire;
 But hush!
 O slush!
 The laundry wagon comes,
 And little wifely loudly hollers
 For Percy's shirts and cuffs and col-
 lars.
 Patience succumbs;
 Instead, there hums
 Through all my veins a throbbing ire.
 The woodshed wants a lock,
 Please fix the kitchen clock—
 I beat it—
 Can't complete it—
 So here amid the din,
 I calmly toil and spin,
 And notice with a grin
 The blamed thing's ended.

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 muscles of the large intestine. To
 expect a cure you must therefore
 tone up and strengthen those organs
 and restore them to healthier ac-
 tivity.

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 lies on our guarantee. They are eat-
 en like candy, and are particularly
 good for children. They seem to act
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 a neutral action on the other organs.
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 inconvenience. We will refund your
 money if they do not overcome
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 sociate or dependent chronic ail-
 ments. Try Rexall Orderlies at our
 risk. Three sizes, 10c, 25c and 50c.
 Sold only at our store—The Rexall
 Store, Lockhart-Parsons Drug Co.,
 "The Busy Corner."

I. S. SMITH'S STATEMENT

(Continued from page 1.)

probably so anxious to be on the win-
 ning side that you "flopped" over and
 worked with the other faction. Since
 you have mentioned the matter of
 political defeats, I am reminded that
 two years ago, your son-in-law, Mr.
 F. K. Gettins, who is now a candidate
 against me for the nomination for the
 office of State Senator, was nominated
 by the Portland Assembly for the
 office of Water Commissioner. I pre-
 sume you also know that the said
 F. K. Gettins was defeated by a
 VERY large majority. Not on ac-
 count of location as he has suggest-
 ed or lack of qualifications for the
 position, but for the plain and sim-
 ple reason that he and you went in
 with a lot of scheming politicians
 and organized the Portland Assembly
 which tried to rob the people of their
 legal right to nominate candidates
 for the various offices which resulted
 in the election of a democratic gov-
 ernor in a state which has a normal
 majority of 30,000. Am also remind-
 ed that a few years ago you was an
 active candidate for the nomination
 for the high office of governor of Ore-
 gon, and that you went out into the
 highways and byways and spent a
 lot of time and money trying to con-
 vince the voters that you was the lo-
 gical candidate for that office. But to
 your great surprise and disappointment,
 when the votes were counted, you
 had about enough to have elected
 you Justice of the Peace of Marsh-
 field if you had been a candidate
 for that office. The people decided
 they didn't want an old political bar-
 nacle for the office of governor of this
 state. In 1895 you was a member
 of the Oregon Legislature and was
 an active candidate for the office of
 Speaker of the House, and made
 about the kind of a showing that you
 did when you ran for governor. When
 you returned from Alaska a few
 years ago, where you were acting as
 some kind of a judge, it was reported
 here in Oregon, that you were charg-
 ed with malfeasance in office, and
 that it got so hot for you, that you
 were compelled to resign. But after
 you returned to this state you ex-
 plained the matter by saying that the
 charges were not sustained, and that
 you resigned the office. I will accept
 that statement as being true, but
 merely mention the incident to show
 that even as good a man as you are,
 and progressive republican that you
 are, has at least once in his life been
 falsely accused and will therefore
 know how to sympathize with me
 when I am being falsely accused. You
 boast of having lived in Oregon

came from the very best Kentucky
 stock. I have been in Oregon longer
 than you have as I am a native son
 of this state and have lived here all
 my life, and whatever charges are
 brought against me at this time I
 have the delightful satisfaction of
 knowing that I have never been por-
 trayed by Rex Beach or any other
 novelist as a villain. Again you say
 "that in a talk we had in Coquille
 the day the Central Committee met
 there, that I said all of this tommy
 rot yelling of progressive policies by
 a lot of snarling hypocritical high
 binders as though they had a copy-
 right on the term, made me sick."
 In reply to that statement I say most
 positively that you never made any
 such statement in my presence. But
 even if you had made that statement
 to me it would have had no influence
 with the people for they know where
 you stand with reference to all pro-
 gressive policies of the republican
 party. They also know where Mr.
 Gettins stands and where I stand, and
 the verdict will be rendered by the
 people at the Primary election one
 week from next Friday. If the de-
 cision is in favor of Mr. Gettins I will
 support him and assist him during
 the campaign. You say lots of peo-
 ple would like to know my views on
 the tariff question. You are a lawyer
 and should know that all tariff leg-
 islation is enacted by Congress and not
 by the State Legislature. I suggest
 that you read up a little so you will
 not expose your ignorance again.
 But if the people are so anxious to
 know my views upon matters of pub-
 lic interest they must be equally in-
 terested in knowing Mr. Gettins' views
 upon the same questions as we
 are candidates for the same office.
 So will make the following proposi-
 tion. That we hire a public hall
 where Mr. Gettins and I will meet and
 invite the public to hear us discuss
 all matters which we may decide
 will be of interest to the public. I
 will pay half of the expense and ei-
 ther you or Mr. Gettins pay half. But
 if you are to pay half of the expense,
 I would suggest that you first pay for
 some of the merchandise for which
 you owe in this town at this time and
 have owed for a long time. Hoping
 this reply to your vile letter will be
 satisfactory and wishing you abun-
 dant success in your political future,
 I remain your ex-friend,
 —I. S. SMITH.

**HOW I INVESTED MY DOLLAR
 AND WHAT CAME OF IT**

(By Ruth Cowan of the Sixth Grade
 High School Building)

One week my mother was very
 busy and she did not have time to
 wash her dishes. She told me if I
 would wash the dishes twice a day
 for a week, she would give me a dol-
 lar. Of course I was very glad to
 think of earning some money. I
 washed and wiped the dishes for a
 week and I received a dollar. I was
 quite undecided what to do with it.
 There was a lady living next door
 to us who had bantam hens to sell.
 I asked her if she would sell me two
 hens for a dollar. She said yes, she
 would sell me three.
 Every egg the chickens laid I sold
 to mamma. Three for a nickel. The
 money I received from the eggs I had
 to use to buy feed for the hens. They
 aren't laying very well now, and I
 thought I wasn't making very much
 on them. The next day three bantam
 hens lay dead in a pan ready to be
 picked.

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