

WE ALL ABUSE "SPECIAL PRIVILEGE" BUT THAT'S WHAT WE ARE ALL AFTER

WANT ADVERTISING in The TIMES Will Put Your Real Estate "in the Market" Effectively! It will put the facts about your property before the eyes of all "possible buyers" in town. And if there's one of them who ought to own it, you'll sell it!

Coos Bay Times

MEMBER OF ASSOCIATED PRESS

WANT ADVERTISING in The TIMES Will Keep the Income from Your Furnished Rooms from Lapsing! YOU can really help the family revenues by renting a few furnished rooms—and, if you know how and when to use the classified columns, you may keep that little extra income as "steady as a clock."

VOL. XXXV Established in 1878 as The Coast Mail

MARSHFIELD, OREGON WEDNESDAY, APRIL 24, 1912 — EVENING EDITION

A Consolidation of Times, Coast Mail and Coos Bay Advertiser. No. 241

C. A. SMITH WILL BUILD NEW PAPER MILL ON COOS BAY

Will Be One of the Most Modern in the World and Will Cost \$750,000.

EMPLOY 75 to 100 MEN; BIG MONTHLY PAYROLL

Work on Construction to Be Commenced in a Few Weeks.

BIG POWER PLANT ALSO UNDER WAY
C. A. Smith also announced that progress was being made on the big electric power plant which is to be installed at the mill here for the purpose of electrifying the logging operations. The plant will have 3700 horsepower. The plans for it have not been perfected but probably will be soon.

A pulp and paper mill with a daily capacity of 30 to 40 tons of pulp and costing half to three-quarter million dollars to construct, employing 75 to 100 men with a monthly payroll of \$7,000 to \$10,000 is Mr. C. A. Smith's latest contribution to the industrial enterprises of Coos Bay.

Mr. Smith authorized this announcement today and stated that work on the plans for the buildings has already commenced and actual work of construction will begin as soon as the architects finish their plans which will require about six weeks or two months. The new factory will be 300 feet long by 200 feet wide and range from one to three stories in height. It will be constructed of brick or concrete, probably the latter.

Mr. Smith has associated with him in this new enterprise two practical and expert paper manufacturers, Rolf and Hjalte Nerdrum, brothers from Kola, Finland. These gentlemen have been respectively superintendent and manager of one of the largest pulp and paper mills in Finland. Both have been engaged in the manufacture of paper all their lives and their father and grandfather before them were engaged in the same line of business.

Mr. Hjalte Nerdrum, formerly manager of one of the large paper mills in Finland, has spent seven months in the United States, visiting 25 or 30 of the largest paper mills in this country and Canada and studying American methods of manufacture. He stated to a Times' representative today that he regarded the opening and opportunity for a paper mill on Coos Bay one of the best in the world. Messrs. Nerdrum have been on Coos Bay for a few weeks making a quiet and careful investigation of the situation and examining and testing the raw material and the facilities for manufacture. After a thorough inspection and examination, they announced their decision and will immediately enter upon their life work here.

After Mr. Smith had interested these gentlemen in the proposition he said he wished them to regard it as permanent and expected them to make this their home. Last night they called their resignations to the Finland paper companies and also sent for their families, who will sail from Christiansburg, on June 23, for Coos Bay.

The new mill which will be located immediately south of the large saw mill of the C. A. Smith Co. will, in keeping with all of Mr. Smith's enterprises, be one of the most modern in the world. It will embrace the best machinery of two hemispheres and will be operated on a combination of the best methods of European and American paper manufacturers, which have been studied by the manager.

The new mill will for the present utilize merely the waste product and power of the C. A. Smith Manufacturing Co. In addition to the 20 to 40 tons of pulp manufactured daily the mill will also have an annual output of 15,000 gallons of alcohol, 400 tons of turpentine and 300 tons of resin.

Mr. Nerdrum states that he has made a careful analysis of the wood hauled in the Smith mill and found it superior to most American timber in its fibre producing qualities and in addition is very rich in the chemical elements of alcohol, turpentine and resin which adds to the importance of the output of the by-products.

It is estimated that it will require about a year to complete the construction of the buildings and install the machinery. The mill will be run day and night after it is completed. The erection of the buildings includes the construction of a chimney 150 feet high.

Some conception of the capacity of the new mill may be gained from the fact that it will require three and one-half millions gallons of water every 24 hours. This water will be taken from the bay and filtered. The salt in it will not interfere in any manner with the chemical effects that are required.

In addition to the pulp mill it will

BAD FIRE AT CHENEY SCHOOL

Main Building of Washington State Normal Destroyed Today.

(By Associated Press to Coos Bay Times.)
CHENEY, Wash., April 24.—The main building of the State Normal School was destroyed by fire today and Max Miranda and J. R. Work, members of the faculty who were sleeping on the third floor, were forced to jump into rugs held by the firemen. Both were injured. The building with equipment was valued at \$400,000.

KILLS EDITOR IN SPOKANE

E. H. Rothrock of Chronicle Shot by Foreigner in Office Today.

(By Associated Press to Coos Bay Times.)
SPOKANE, Wash., April 24.—E. H. Rothrock, city editor of the Chronicle, was shot twice and fatally wounded in the Chronicle editorial rooms by a foreigner, Charley Aleck. The man drew a revolver and shot without warning. He refused to tell what prompted the deed. Rothrock died in five minutes.

Aleck is a Russian laborer. He first told the police he had been on the Titanic and then that he had been on the Carpathia and mumbled "That there had been too much printing" about the disaster. He could give no other reason for the deed.

Aleck walked quietly into the Chronicle local room and asked for the editor. Rothrock rose from his desk and Aleck drew a revolver and fired. The bullet struck Rothrock in the breast and he fell to the floor. Before he could be seized by members of the Chronicle staff, Aleck leaned over the prostrate man and fired another shot that struck the editor's arm. He threw the revolver at the body as a half dozen reporters seized him. He was dragged into the hall muttering "Carpathia" over and over. He refused to give any other answer to frantic threats and questions addressed to him by his captors.

Rothrock was lifted onto the desk but did not recover consciousness and died within five minutes.

The murderer told the police he was a Russian, 40 years old and came to this country four years ago. He said he came to Spokane from Portland and seemed unable to tell how long he had been here.

Rothrock was a native of Kansas and came to Spokane with his family when a boy. He was educated in the local schools and at Stanford, where he graduated in the class of 1898. He became associated with the Chronicle immediately after leaving college. He was widely known throughout the northwest. He was 36 years old and leaves a widow. Mrs. Rothrock was seriously ill but was told of her husband's death.

MANY KILLED IN STRIKE RIOTS

Clash Between Portuguese Textile Workers and Troops Fatal.

(By Associated Press to the Coos Bay Times.)
LISBON, April 24.—Many soldiers and civilians were killed today in an encounter between striking textile workers and troops at Villa Neva de Cain, a suburb of Oporto. The strikers threw bombs into the infantry ranks who replied with rifles.

CREW OF OLYMPIC GOES ON STRIKE

Want Better Lifesaving Protection Before They Will Sail On Sister Ship of Titanic.

(By Associated Press to the Coos Bay Times.)
SOUTH HAMPTON, Eng., April 24.—Three hundred firemen and greasers on the steamer Olympic struck five minutes before the White Star liner was due to sail today for New York with 1400 passengers.

VESSEL NEAR WRECK SCENE MANY BODIES ARE SIGHTED

German Liner Frankfurt Too Far to Reach Titanic in Time to Aid.

(By Associated Press to Coos Bay Times.)
BREMERHAVEN, Germany, April 24.—The North German Lloyd liner Frankfurt arrived here today. Captain Hattorff officially reported that his first message from the Titanic was received at 12:10 o'clock Monday morning when the vessel was 140 nautical miles distant. Hattorff informed the Titanic that the Frankfurt would reach her at 11 o'clock. Her wireless with the Titanic was interrupted at 1:15 a. m. when Hattorff believes the Titanic sank. The Frankfurt reached the scene at 10 o'clock, passing great fields of ice. The greatest icebergs were 120 feet high and 900 feet long. The Frankfurt with the Russian steamer Birma and the Allan liner Virginian and the Cunarder Carpathia cruised among the icebergs for the victims without success. The Carpathia had picked up 22 boats and reported two missing.

They gave as a reason for striking that the collapsible life boats installed in the vessel were unseaworthy. They demanded that wooden lifeboats be substituted and that two additional seamen be signed for each boat. They attempted to get other members of the crew to join them but failed, the officers taking in the gangways. By pressing into service all the available engine-room hands on the White Star and American liners in port, the Olympic was able to proceed.

SPEND \$75,000 IN NORTH BEND

Reported Purchase of Large Number of Lots for Sumner Lines There.

That a deal for the purchase of about \$75,000 worth of lots in North Bend has been practically closed and that they are being purchased for the Sumner lines was the announcement made today on good authority. However, the matter could not be officially confirmed.

The largest bunch of the lots is said to be in Eastern Addition and the remainder scattered along the proposed right of way in North Bend.

H. A. Sumner was in North Bend today and could not be reached. He intended to leave today for San Francisco but postponed his departure until tomorrow when he will sail on the Homer. He stated last evening that he would be back here before the North Bend franchise was awarded.

As to the showing about the financial standing of his backers, he said that he did not anticipate any trouble in making a satisfactory showing. However, if they insisted on finding out just who they are, that is a different matter.

Last evening H. I. Diers announced at the council meeting that the Sumner people were now the second largest property holders in North Bend and said that Sumner had told him this. Mr. Diers referred anyone doubting it to Capt. Edgar Simpson or the Bank of Oregon to have it substantiated.

WILL BE NEW YEAR'S PRESENT

C. A. Smith stated today that he had received word that work is progressing rapidly on the new sister ship of the Nann Smith, which is being built at Newport News and news of which has been previously published in The Times.

The new ship, name of which has not been definitely determined, will be some wider, some longer and with about 10 per cent larger carrying capacity, taking on a cargo of two and a half million feet. Some improvements in facilities for loading and unloading will also be installed.

It is expected the new ship will be completed November 30 and that it will reach Coos Bay on New Year's day.

PLENTY of HALIBUT at the WASSON MARKET.

NORTH BEND COUNCIL SCENE OF LIVELY RAILWAY SCRAP

General Manager Millis Says Southern Pacific Asks Only Square Deal.

A delegation of Marshfield business men called on C. J. Millis at his office at the depot this morning to discuss the developments in the present railway situation on Coos Bay. The meeting was arranged by Mr. Eugene O'Connell who as a large property owner and taxpayer is interested in promoting the construction of a railway. Mr. O'Connell's purpose was to try and arrange a genuine get-together meeting and secure an expression of sentiment from the business men of the city.

Among those present at the meeting were the following: J. H. Milner, C. F. McGeorge, E. K. Jones, E. A. Anderson, Wm. Grimes, J. A. Matson, D. L. Rood, Eugene O'Connell, J. T. Harrigan, John Merchant, W. N. Ekblad, Geo. Baines, L. M. Noble, Thos. Harvey, M. C. Horton, Jesse Luse, Dr. Leslie Jas. Bering, Geo. H. Rotnor, Neil Rasmussen, F. E. Hague, Henry Sengstaken, Warren Bachtel, Alva Doll, F. P. Norton.

They were cordially received by Mr. Millis and after a statement of the purpose of the conference Mr. Millis announced the position of the Southern Pacific.

"The Southern Pacific is going to build a railway to Coos Bay," Mr. Millis said, "and our purpose is merely to secure an entrance into Marshfield on fair and equitable terms."

The Southern Pacific franchise as it passed its first reading in North Bend was read and also the common user clause and rate regulation clauses of the Terminal Railway franchise in Marshfield. Mr. Millis also exhibited a blue print map of Marshfield showing the streets on which the Terminal Company held franchise right.

"The Southern Pacific does not ask for exclusive rights on Front street nor do we require the waterfront. What we ask is a franchise on streets that will enable us to connect our present Marshfield properties with the line as it will be built into North Bend. A franchise down back streets that will enable us to connect with our waterfront property will be sufficient. I will also state that we will not object to a common user clause in the bridge franchise. That matter is up to the War Department. Whatever their specifications may be, we expect to comply with them. I think that a common user provision will be required and if it is we will not object."

Several of the business men present participated in the discussion, including C. F. McGeorge, Wm. Grimes, J. Albert Matson, M. C. Horton, Geo. Rotnor, L. M. Noble, J. H. Milner and F. E. Hague. The most important point developed was brought out by C. F. McGeorge in a question of terminal rates, which he showed would be absolutely necessary to the development of the wholesale and manufacturing business of Coos Bay and which he said should be incorporated as a provision in any franchise that was granted.

The final result of the meeting was that the matter be left in the hands of the railway committee of the Chamber of Commerce to confer with Mr. C. A. Smith and make a report later. It seemed to be generally understood that the matter might be satisfactorily adjusted between Mr. Smith and his associates of the Terminal Railway company.

One of the interesting features developed at the meeting was the building of a double track on Front street by the Terminal Railway company. Mr. Hague said that he asked Mr. Coke and Mr. Coke said the order was given by J. W. Bennett. Mr. McGeorge said he understood the instructions came from San Francisco. Mr. Grimes read a telegram from W. S. Chandler, general manager of the company, which stated that he had issued no such instructions and was not consulted in the matter in anyway.

Mr. Grimes also announced that Mr. Chandler had said that there was no necessity or intention of building a double track on Front street at the present time.

Mr. Doll of the railway committee stated that the committee expected to have a conference with Mr. C. A. Smith sometime this afternoon or tomorrow.

HOWARD'S genuine MEXICAN TAMALES delivered any place in the city until 12 O'CLOCK at night. They are READY TO SERVE. Phone 335.

(Continued on page 4.)

WILL BUILD TO COOS BAY

Preliminary Consideration of Three Applications for Franchises.

TERMINAL RAILWAY IS ATTACKED BY SEVERAL

Sumner Makes Fight on Southern Pacific for Common User Clause.

Near the conclusion of what had been a very quiet session, fireworks broke out in the North Bend council meeting last evening and made the finish a decidedly lively one. Rivalry among the three applicants for railway franchises on the waterfront proceeded to tell the council a few things about each other and the members of the council and others proceeded to vent their views or some of the applicants.

The final result of the meeting was that the application of the Southern Pacific passed its first and second reading and its passage postponed for thirty days to comply with the charter provision. The Sumner application passed its first reading and Mr. Sumner was requested to show the council that he was financially able to construct the line. The application of the Terminal Railway received no official action but brought some scorching remarks from members of the council and others.

Mayor Simpson and Councilman Kern of the North Bend body were absent. President Falkenstein presided and the other members present were Messrs. Grubbs, Bartle, Mandigo and Horn. The North Bend council room was crowded to capacity and caused some apprehension lest the weight of the audience cause the building to collapse. Several times during the evening, Recorder Derbyshire was compelled by the shaking of the building to request the crowd to be quiet lest the building, which has a rather shaky foundation, give way.

Just prior to the calling of the council meeting, Fred Hollister and C. J. Millis called the members of the council into an ante-room and held a brief private conference. No one else was present and what transpired is not known.

The application of the Southern Pacific was taken up first, it being first filed. It was read and passed up for its second reading without any discussion.

The Sumner application was next taken up and on the conclusion of the first reading, Councilman Bartle moved that it be laid on the table until a later meeting for its second reading. In the meantime, his motion was, Mr. Sumner is to furnish to the members of the North Bend council or to the bankers of North Bend evidence that he or his company is financially able to carry out the project.

The application of the Terminal Railway in the shape of a letter from President Arno Mereson and Sec. J. H. Flanagan was presented. No draft of a franchise accompanied it but it was stated that a franchise similar to the one it holds in Marshfield was desired and it asked for a statement from the council as to what the procedure should be. No action was taken on it when it was first read.

Councilman Mandigo raised a question about the right of the council to grant a franchise over the streets in Plat B. When this was filed and the streets dedicated, Major Kinney withheld the right to use the streets for railroad, telephone and telegraph purposes. City Attorney Mullen said that he was not prepared to state just what rights the council had in this matter.

Up to this time, none of the applicants had made any statement to the council. Sumner wanted to know when the council proposed to take up his application again and was informed that it could not be passed before May 23. The regular meeting of the council will not be held until May 28. He asked that C. R. Peck be notified of the date the council wishes to take it up again. He said that he had nothing further to say in behalf of his application than was outlined in the letter.

Mr. Millis was called on for a few remarks and said that he wished to express his appreciation of the action of the council. He said that he wished to call attention to the fact that every statement in the franchise was in good faith and to say that within sixty days after the franchise was passed, they would have work underway and have the lines in North Bend completed within eighteen months. He said that it was also his hope and belief that the line to Eugene would be done in two years and that the company would be prepared to carry North Bend people to the San Francisco exposition in 1915 in "varnished cars."

One or two in the audience here