

CAPT. OLSON TELLS STORY

(Continued from Page 1.)

tosh came up from San Francisco on the Redondo and was here to welcome him in.

First assistant engineer—M. M. Dickey of San Francisco.
Third assistant engineer—Wm. Butler of Norfolk, Va.

Busy Today.

Today, Capt. Olson is busy, very busy in fact. He is paying off his crew and settling up with Major Tower, the United States customs officer. He arrived at home at 5 o'clock this morning, after bringing the Adeline Smith up to her dock, and left about 7 o'clock to supervise the unloading of the ship and attending to other duties on it. However, between times he gets a minute or two to drop into the captain's cabin and play with Commodore Olson, who was brought over by Mrs. Olson and who are spending the day with him aboard the vessel.

The Adeline Smith had a little difficulty in getting into the Nann Smith's slip, the latter being too narrow for her. Today some of the piling are being pulled out and the slip widened.

It will take about a week to discharge the cargo of pulp mill machinery and steel rails for the Smith-Powers railway which she brought, to change over from the coal burner to the oil burner and take on her cargo.

Tonight, the Nann Smith will be in and the cargo of fuel oil will be pumped direct from the Nann Smith into the Adeline Smith.

FINEST LUMBER SHIP AFLOAT

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most trying kind of a cargo on the sea trip.

"The trip around Cape Horn was a record-breaker, making it about 12 days less than vessels of her class have made it in. It usually takes 72 or 73 days for the trip but she made it in between 60 and 61 days.

"Here the coal burners will be replaced by oil burners and her first trip with oil as fuel will be made south from here. The Nann Smith brought oil here for her."

Like Nann Smith.

In general appearance and painting, the Adeline Smith closely resembles the Nann Smith, her sister ship, which was also designed by Mr. Hough. In addition to having the same designer, the Nann Smith and Adeline Smith were built by the same company, the Newport News Shipbuilding and Dry Dock Company of Newport News, Va.

Both vessels carry out the idea of C. A. Smith, the owner, and almost revolutionize the handling of lumber on boats. He first conceived the idea of having the big hatches whereby packages of lumber could be swung in and out by machinery, thus facilitating the loading and discharging of cargoes. The Nann Smith only went part way in carrying out his idea, many boat builders opposing his plans. However, the idea has been demonstrated a great success by the Nann Smith and in the Adeline Smith the plan is further perfected.

The Adeline Smith was named in honor of Miss Adeline Smith, the second eldest daughter of C. A. Smith. The Nann Smith was named in honor of his eldest daughter, now Mrs. F. A. Warner.

MANY WELCOME SHIP TO BAY

(Continued from Page One.)

and spots of rust were in evidence.

After a short time, the Breakwater pulled away in order that the vessel would be able to come up the Bay while the tide was favorable. Some of the crowd of Coos Bay people who went down on the Breakwater failed to get aboard in time and had to remain on the Adeline Smith and make the trip up on her. Some wanted to, but others had not planned it that way.

Most of the band were on board. The Breakwater made the trip back all right and reached Marshfield about 8 o'clock but the Adeline Smith, loaded down deep in the water with her big cargo caught on a shoal near Empire was unable to come up until the tide this morning was flooding.

This delay was a little hard on some of the crowd who remained aboard, but Capt. Olson and the officers and the band did all they could to make it a merry evening. Finally, they took one of the boats and by going to Empire telephoned to Marshfield for launches to come down and take the passengers home. There were over 150 passengers and it was nearly 4 o'clock this morning when some of them reached home.

The Adeline Smith on the flood tide this morning cleared the shoal and came up to her dock at the mill without further difficulty.

Falls Between Ships.

Only one accident occurred during the welcome of yesterday afternoon. In returning aboard the Breakwater from the Adeline Smith Miss Mamie Mahoney slipped and fell down between the vessels. Luckily she caught on the guard rail around the hull and clung there until assistance reached her. She was only slightly bruised.

It was reported that another man fell overboard but this was erroneous.

Messrs. Tower, Condon and Rogers, who had charge of the welcome excursion, timed the departure of the Breakwater to a minute.

TRY TO STOP SPEEDING HERE

Marshal Carter Has Jas. Wall and C. C. Going on Carpet—Others Later.

James Wall of West Marshfield was last evening fined \$5 by City Recorder Butler for violating the speed ordinance on his motorcycle. Mr. Upton, Mr. Wall's attorney, first put in a plea of not guilty, but later changed it guilty and the minimum fine was imposed as this was Mr. Wall's first offense.

Marshal Carter has also notified C. C. Going to answer the charge of violating the speed limit, but no date has been set for the latter's hearing.

These are the first arrests made in a crusade against speeding. There have been numerous complaints recently about violations of the speed limit by autos and motorcycles and Marshal Carter will try to put a stop to it.

Marshal Carter is indignant over the efforts of some parties who recently complained about the speeding autos and motorcycles not cooperating with the police when arrests are made. He says that if it happens to be a friend or client of the men who complain to him about others that is desired to aid in the prosecution or testify, they will not do so. Without some help from the public, he says it is most difficult and almost useless for an officer to try and enforce the ordinance.

FRIDAY SUPERSTITION IGNORED

Trans-Atlantic Liners to Sail on Hood-Doo Date.

NEW YORK, Feb. 14.—The traditional superstition about starting an ocean voyage on Friday is to be broken by one of the trans-Atlantic lines here for the first time. Beginning April 1, the steamers St. Louis, Philadelphia, New York and St. Paul of the American line will sail on Friday morning, instead of on Saturday, as at present.

LEAVE TODAY ON REDONDO

STEAMER SAILS THIS AFTERNOON FOR SAN FRANCISCO WITH LARGE LIST OF PASSENGERS AND BIG LUMBER CARGO.

The Redondo sailed this afternoon for San Francisco with a cargo of lumber and a large passenger list. Among those sailing on her were the following:

Mrs. C. Barker, Miss Myrtle Lund, Dan Papadacos, W. Erwin, Leo Daniels, E. W. Steel, Fred Larson, H. Benson, Axel Ekberg, B. Brooder, Geo. Thixter, H. C. Scott, T. A. Herman, T. Bahne, F. Beaset, E. Hogan, E. Barker, H. Molne, J. Rlasiu, B. Coles, D. A. Jones, R. S. Wright, J. Ferri, Mrs. J. Ferri, W. H. Freeman, Jr., W. H. Freeman, Mrs. W. H. Freeman, John Harris, D. S. Strate, J. Nelson, John Gaffney, Tom Gaffney.

IMMIGRATION BILL UP.

Last Day for Taft to Consider New Measure.

[By Associated Press in Coos Bay Times.] WASHINGTON, Feb. 14.—When President Taft began the final consideration of the Burnett-Dillingham immigration bill today he had until midnight to take action. Under the constitution the president may consider a bill ten days. If he takes no action within that time, the bill becomes law without his signature. This was the tenth day.

TAFT VETOES BILL.

Immigration Act Turned Down Because of Protests.

[By Associated Press in Coos Bay Times.] WASHINGTON, Feb. 14.—President Taft vetoed the Burnett-Dillingham immigration bill setting out that his reasons for this action in a brief special message to the senate, were based upon the protests of various governments.

BAR DREDGE TO BE TRIED FIRST

Senator Bourne Tells Hugh McLain That Engineers Still Stick to it.

BILL REPORTED

[By Associated Press] WASHINGTON, Feb. 14.—The rivers and harbors appropriation bill was reported in the senate.

"Senator Bourne informed me that there would be nothing done about the Coos Bay Jetty until the bar dredge is tried out," said Hugh McLain, who returned yesterday from Washington where he went as official messenger of the State of Oregon carrying the electoral vote to the National capital. "Senator Bourne said that the thing to do was to hasten the coming of the bar dredge as much as possible and let the engineers see how it worked and then keep after the Jetty appropriation."

"There is no question about the Coos Bay committee having done a great deal of good during their trip to Washington. Congressman Hawley told me that the United States Engineers and himself were particularly impressed at the hearing by the talk made by C. A. Smith, showing the growth of the commerce here and the certain growth of it in the future, and the explanation made by Captain Magnuson, a practical navigator, of conditions on the bar. The others did well, but these were the ones that carried the most weight with the Board of Engineers."

"I arrived in Washington in plenty of time, thanks to good luck in making train connections at Chicago. I had just 10 minutes there to get on the Twentieth Century Limited, the fast train from Chicago to Washington and I made it, reaching Washington during the middle of the last day on which the returns could be delivered. Ex-Governor Pardee of California was just ahead of me in delivering the electoral vote and seven states came in after I delivered the Oregon vote. Had I not caught the fast train in Chicago, I would still have reached Washington in time, according to a strict interpretation of the law, but it would have been during the night and I was very anxious to get there ahead of the last minute."

"I had a fine time in Washington, spending about a week there. I met the members of the Oregon delegation and all assured me that they would do all in their power for Coos Bay. I also had a little visit with Speaker Champ Clark."

"Senator Bourne is a wonder. He is one of the busiest men in Washington with Congressional matters, having committee meetings on all the time. I want to praise his work and say that he was more than courteous to me, extending every possible courtesy and tendering other services if I desired them. Through him, I secured a letter from Senator Penrose of Pennsylvania to visit the big briquetting plant at Philadelphia, which I was

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Our Myrtle Point Store will open about March First.

MARSHFIELD

BANDON

WRITES ABOUT THE RAILWAY

L. J. Simpson Outlines in Detail Southern Pacific Plans in North Bend.

Mayor L. J. Simpson, who is in San Francisco, has just sent the following letter to the North Bend city council regarding the railroad situation there.

"I have just returned from a long conference with the officials of the Southern Pacific railway in connection with grades in North Bend. Mr. Hood, chief engineer, informs me that he had sent a special representative to North Bend to settle and establish all questions of location and grade of main line and he assures me that in all instances they wish to make their line conform to our established grades or to grades which in the judgment of the city engineer should be established by the city. Now we must be prepared to give and take in the matter and I urge you to extend every courtesy possible to Mr. Hood's representative and help him wherever possible in this matter. It is my judgment that we should keep a grade on Stanton avenue as it is at or near the intersection of Washington and run south along Stanton and (proposed) Railroad avenue to meet the grade of the street laid out through Porter property from Gas plant to south line of Porter property, carrying grade from that point through Flat B, along Tremont street to meet grade of Front Street North in Marshfield.

"Grade from Stanton avenue and Washington north through the two blocks of land west of city wharf should conform as nearly as possible to intersections with Virginia and California. From the latter

particularly desirous of inspecting.

"Senator Bourne assured me that the rivers and harbors bills would go through this session, despite the threat of Republicans to hold up legislation unless the Democrats approved Taft's federal appointments.

"It was very cold in Washington and while friends and relatives there made the visit a fine one for me, I was anxious to get back home and away from the cold. Coos Bay and its rain looks mighty good after you have a little experience with the intense cold and snow of the middle west and east."

"Senator Bourne told me that there was little doubt but that the provision for \$30,000 for inner harbor improvements in Coos Bay would be carried by the present rivers and harbors bill.

Wires to Simpson.

L. J. Simpson has received the following telegram from Senator Bourne in reference to the Port of Coos Bay offer to assist with funds in carrying out government project on Coos Bay:

"Sub-committee of commerce of which I am a member today agreed to adopt my amendment authorizing Secretary of War to expend such funds your port turns over to him for improvements in the harbor. Am confident that I shall be able to hold same in the bill which has been introduced."

let the railroad company establish whatever grade is necessary in order to meet location of bridge.

"Better check over established grades on Sherman avenue and the proposed grades on the lateral streets on the east side of Sherman to be sure they check with railroad company's grade. Then I advise establishing grades on Sherman avenue to be on same grade as railroad track. As soon as required we can improve Sheridan avenue but I would advise the establishment of the grade on this and the east and west streets between it and Sherman as soon as possible.

"I believe we can and will find it better to make one project of

Sherman, Sheridan and the east and west streets between them. Please give this latter matter careful consideration.

"The railroad company surveys can possibly advise you of what the railroad company desires. The station grounds have been definitely located, being from Washington street to a point facing the Tom Rennie house, running along Sheridan avenue east street line and extending 300 feet east toward waterfront. In all matters use your best judgment not only from the standpoint of the present needs but thoroughly considering the necessities of the future requirements of the big city North Bend is destined to very shortly become."

A Thing of Beauty

Is a Joy Forever

And its value is doubled when you can buy it at a price far less than usual.

Now is the time when such opportunities abound. Spring stocks are coming in. Winter clothes and winter furnishings must be sold.

Now the merchant marks down his suits and coats, and household furnishings. Good housekeepers sense their value. They hasten to take advantage of these aids to economical living.

Read THE TIMES closely and constantly every night, so that you may not miss one of these opportunities.

In this way you will know where to buy, and when to buy to best advantage. Every advertisement is a message to you from a reliable merchant whose values and merchandise are of the best.

Tempt Your Appetite

with some of these choice, crisp vegetables and fruit, fresh from garden and orchard. Phone your orders early to avoid disappointment:

- Fresh Radishes
- Hot House Cucumbers
- Carrots
- Choice Cauliflower
- Cabbage
- Fresh Ripe Tomatoes
- Brussels Sprouts
- Cranberries
- Oranges
- Green Onions
- Beets
- Parsnips
- Crisp Celery
- Head Lettuce
- Sweet Potatoes
- Bell Peppers
- Parsley
- Squash
- Bananas
- Lemons
- California and Florida Grapefruit

Try some of our large ripe olives, and for Lent you will like our fancy Salmon Bellies, fresh Alaska Herring and Norway Herring.

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PURE FOOD GROCERS GOOD PLACE TO TRADE
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Important Announcement To the Public!

Owing to the sudden and unexpected illness of Frank P. Ryan, who was to conduct our special sale, we have been compelled to postpone the matter for the present.

We regret this very much, but as it resulted from things beyond our control we find it unavoidable.

We will continue some of the special prices for a few days but the big special sale and matters pertaining to it have been entirely abandoned.

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