

CORONER'S JURY DOES NOT PLACE BLAME FOR DISASTER

Verdict On Victim of Czarina Wreck Exonerates All From Liability.

THINK HAROLD MILLIS BODY WASHED ASHORE

Three Believe It Him but Father Does Not—Others May Be Hughes and McNicholas

Late Saturday evening, the following verdict was returned by the coroner's jury investigating the death of Mindor Olson, the seaman lost on the Czarina:

"We the undersigned jurors sworn to inquire into the death of Mindor Olson on oath do find that he came to his death by drowning from the wreck of the steamship Czarina.

"From the evidence submitted, we attach no blame to anyone for the death of Mindor Olson, we being unable to determine the exact time deceased came to his death.

"We recommend the evidence be given the press."

The jury consisted of A. G. Alken as foreman, B. B. Livermore, J. J. Kronholm, J. L. White, H. Oscar Guovonson and L. D. Pettyjohn. It expresses the coroner's jury's verdict so far as all the victims of the Czarina's are concerned, the other investigations which will be made from time to time by Coroner Golden being merely for the purpose of identifying the bodies.

"We tried to leave the verdict open so as not to interfere with the investigation of the wreck and the work of the life saving crew is concerned," remarked B. B. Livermore, one of the jurors. "Owing to the fact that we could not determine whether Olson was one of the first or one of the last to be lost off the wrecked vessel, we could not lay any blame to the life saving crew. If he was one of the first lost, the life savers did not have any opportunity but if he was one of the last—well our verdict might have been different. Captain Boies' testimony that they only made one attempt to launch the surf boat and that then they did not even unlash it from the truck and that only two attempts were made to shoot a line to the wrecked vessel made it look bad for the crew.

However, we felt this phase should be left to the general investigation that is to be made later."

Coroner Golden said that he had not called Deputy District Attorney Aljeqvist to be in attendance at the hearing as he thought that if there was any criminal liability, it was a matter to be investigated elsewhere, it being only up to the coroner's jury to determine the manner in which the men had met death.

Coroner Golden had not had the evidence of the witnesses before the coroner's jury transcribed at noon today and it could not be obtained in detail.

Cecil Holland, one of the witnesses, stated after the hearing that he was sorry he had not had the opportunity to testify more concerning the condition of the surf the morning after the wreck while there were six men still clinging to the mast. He said that when the first and only attempt was made to launch the surf boat, he thought it was too rough but he declares the next morning it could have been done beyond a question of doubt.

Maybe Harold Millis. According to the evidence and judgment of Fred. McCollum, Dr. E. Mingus and Coroner Golden, the unnamed, headless body washed ashore Saturday morning near Ten Mile, is that of Harold Millis, son of General Manager Millis.

Mr. Millis personally does not believe it is. A slight scar or defect in one of the fingers leads him to believe it is not. Also because a ring that Harold always wore is missing from the hand.

Dr. Mingus in his testimony said that the size of the body, the fact

HAD 80 CLOCKS TO WAKE HIM

NEW YORK, Jan. 31.—For the first time in thirty years, Robert Willoughby failed to wake up the other morning when his thirty clocks simultaneously setting off a series of gongs, gave their customary alarms at 6 o'clock. He had died some time during the night of Brights disease. Willoughby was 57 years old and had been employed as a motorman by the Third Avenue Elevated railway. He was the most punctual employe in the service. Willoughby was never late.

The secret of his punctuality came to light when his room was inspected. Ranged around his bed were thirty clocks of different sizes and makes. All struck the same hour at the same time.

WIRES DOWN AGAIN TODAY

Both Telegraph and Telephone Lines Out of Commission From Coos Bay.

Both the Western Union and the long distance phone lines out of Coos Bay have been down all day and this section is completely shut off from the outside world. It is believed that the heavy snow this morning either broke the wires or caused limbs of trees to fall on them, grounding the circuit.

The Western Union line was down some place between here and Sumner. Whether there were any other breaks is not known.

In consequence of the wire trouble, The Times was unable to secure its regular Associated Press report today.

that the hands had been carefully manufactured and were not those of a laboring man convinced him it was Harold Millis. He said that the absence of the ring could be accounted for by the fact that in the cold water, Harold Millis' hands began to swell and he had removed it on account of the pain.

However, Mr. Millis for the present would not permit the burial of the body as that of his son. He wanted to wait until other bodies are washed ashore and see if more positive evidence could not be obtained as to its identity.

Millis Family Leaves. C. J. Millis and wife and daughter, Miss Mable Clare Millis, left this morning by private conveyance for Portland where they will spend a few days. After a short stay there, they will visit at their old home in New York. They left via Drain.

Hughes and McNicholas. The second body washed ashore near Ten Mile was practically identified as that of Jas. Hughes, the first officer. At first some thought it was the body of Second Officer McNicholas, Mayor Straw, one of the onshoremen and others holding this view. Agent Miller thought it was Hughes but wasn't certain until it was found that McNicholas had two fingers missing from one hand. This body did not and this made the identification practically certain as that of Hughes.

The body washed ashore near Gardiner is now thought to be that of McNicholas. At first, it was thought to be Captain Duggan's. However, information from San Francisco is that McNicholas had weak ankles and had them both bandaged. The corpse found near Gardiner had a bandage around one ankle.

Liquid VENEER MAKES OLD THINGS NEW. At RED CROSS.

SALOONMAN SHOTS AT OFFENDER

Proprietor Crawford of Cold Tea saloon, Fires Dangerously Close to Alex McNamee.

Proprietor Crawford of the Cold Tea saloon, took a shot at Alex McNamee, a logger from Emmitt Pierce's camp above Allegany, this afternoon and it not only came dangerously close to McNamee but lodged in the sidewalk across the street dangerously close to where Cecil Holland was standing. The bullet imbedded itself about three inches in the plank.

McNamee who was intoxicated was placed in jail but Mr. Crawford was placed under arrest up to a

late hour this afternoon. It is understood that Crawford maintains that he merely shot to scare McNamee whom, he claims, had been causing trouble in the place. About twenty minutes prior to the shooting, McNamee and Crawford clashed about something. McNamee claims that Crawford clubbed him and that he threw a bottle of whiskey at Crawford and ran. Later, McNamee came back and Crawford claims he had a bottle in his hand in a threatening manner. Crawford pulled his gun and shot, the bullet passing through the door about three feet from the floor and imbedding itself in the sidewalk on the opposite side of the street. Besides Cecil Holland, several passers by are said to have been dangerously close to the bullet.

THOM TO SELL WILHELMINA

Has Given Option On Gasoline Schooner to Newport Company.

Chas. Thom, owner of the Wilhelmina, has given an option on the gasoline schooner, to the Lincoln County Transportation Company of Newport which is figuring on putting the craft on a run out of that port. Whether the deal will go through or not is uncertain.

Mr. Thom could not be seen today but it is understood that he has been figuring getting a vessel with a greater capacity to take the Wilhelmina's place here providing he can dispose of the latter to a good advantage. The Wilhelmina was built a little over a year ago by Kruse & Banks, for him.

Concerning the deal, a Newport dispatch says:

NEWPORT, Ore., Jan. 31. — The Lincoln County Transportation Company, recently incorporated by Captain George Tyler, of Newport; F. C. Savage and A. H. Hill of Portland, will soon purchase the schooner Wilhelmina of Coos Bay and place her on the run between Florence, Waldport, Yaquina Bay and Portland. Her capacity is 130 tons of merchandise or 150 tons of lumber and she has a speed of ten knots per hour. Captain Tyler will be in command.

ORDER BOIES OUT TO SHIP

CAPT. EMORY SENDS WRITTEN INSTRUCTIONS FOR HIM TO TAKE PACKAGE OFF MAST OF WRECKED VESSEL.

Although Captain Boies of the life saving station promised C. J. Millis immediately after the wreck that he would make a trip the first day the weather permitted to the wrecked vessel and ascertain what was in the package tied to the mast, he had not made the trip up to Saturday. Last week, just before Capt. Emory, the inspector, left here, the matter was taken up and he wrote Capt. Boies a letter ordering him to go out and get the package. This letter was delivered to Capt. Boies Friday and whether he has made the trip yet is unknown.

There were several nice days after the wreck and why Capt. Boies and crew did not make the trip is unknown.

That it is a package tied to the mast with probably some written instructions, last message or valuable papers is now practically certain. If it had not been securely lashed to the mast, it would have been washed away long before this or torn off by the wind.

CHANGE BUOYS ON COOS BAY

Commander Ellicott of Lighthouse Service Orders Improvements.

Capt. Ellicott, lighthouse inspector of this district, returned here today from Cape Blanco and will complete arrangements for changes in the aids to navigation on the Coos Bay harbor and bar. He has been endeavoring to reach here for sometime past, but the rough weather detained the Heather at Astoria and he came in overland. The Heather could make the trip down here, but as she has to replace some whistling buoys along the coast, she had to have calm weather to do this.

Capt. Ellicott has arranged some extensive improvements in the aids to navigation. He has requested the department at Washington to put in a ball buoy near the jetty and will replace the No. 2 buoys in the inner harbor with No. 1 buoys. The latter are larger and are more easily discernible. An additional buoy will be put in near the Glasgow wharf.

Capt. Ellicott will also have the No. 2 buoy at the Guano rock replaced with a larger buoy in hopes that it will be pulled under by the ebb and flood tides. In case the large buoy does not accomplish this, he will try an iron spar buoy.

The past winter has been the hardest on buoys along the coast in many years, according to Capt. Ellicott. With the exception of Coos Bay, practically all the harbors along the coast have had the buoys wrested away by the storms.

Capt. Ellicott is sending written instructions to the commander of the Heather relative to the changes and improvements to be made here, so that he will not have to return personally. From here he will go overland to Yaquina, unless he receives word that the Heather is already en route here.

TAKE UP BAR MATTER NOW

Congress Wants Major McIndoe to Report On Coos Bay Bar At Once.

WASHINGTON, D. C., Jan. 31. — Senator Bourne wrote to the senate committee on commerce saying the wreck of the Czarina in Coos Bay, with the loss of 26 lives, was due to a sunken jetty, and asking the secretary of war to instruct Major McIndoe to examine and report.

Frye, chairman of the committee, indorsed Bourne's letter, so it is expected the secretary will instruct Major McIndoe accordingly.

Chairman Frye of the Commerce Committee also called on the War Department to telegraph Major McIndoe for information, whether the conditions at Coos Bay at present are such as to be a menace to commerce the part of the Federal government, and requiring immediate action on it by congress.

REPORT THAT NORTH COAST RAILWAY IS BUILDING HERE

FOOD EXPERTS AID ANTI-MEAT STRIKE

WASHINGTON, D. C., Jan. 31.—By engaging a corps of experts in household economics and the preparation of food products, to devise substitutes for any article of food which may be boycotted, because of high prices the food trust league took its first step in aiding the meat boycott. While the organization disclaims any relation, more than a sympathetic one, to the movement to abstain from meat, its experts will soon be sending broadcast through the district where the meat strike is on, recipes and formulas for foods which are claimed to be capable of giving as much nutrition as beef. This same plan will be applied to the leagues campaigning against any article of food which may be decided to be too high priced.

HERMANN IS SHOWN HONOR

Roseburg Delegation Goes Portland and Boosts Him For Congress.

PORTLAND, Ore., Jan. 31.—Douglas county is for Binger Hermann for Congress or for any other place the people of that district can persuade him to seek in public life. The prosecution of Mr. Hermann by Francis J. Heney, or even a conviction in the pending case, will have no influence upon this faith in the honesty and purity of Binger Hermann's public career.

Such is the rousing declaration made by the band of 28 Douglas county business and professional men who reached Portland. With this aggregation of enthusiasts and friends, Herman must be returned to Congress. Whether he is convicted or acquitted, these men announce that they will reelect him to Congress if he will consent to run, with the greatest majority ever given a candidate in that district. And this course is urged now, and will be insisted upon, to show to the world that the people who live by Binger Hermann, who have known him for years, have implicit faith in his integrity.

The party is made up of leading Roseburg and Douglas county men, in office and out, business and professional men, and of both political parties. It is said that there are more Democrats than Republicans among them. These men have quit business for several days to come to Portland, that they might stand by Hermann during his trial, and give the strongest testimonial of their faith in him.

Office-holders In Party.

Among the members of the party are: District Attorney George M. Brown, Representative John A. Buchanan, former Representative J. W. Perkins, W. H. Fisher, cashier of the Douglas County Bank, A. N. Orcutt, J. O. Watson, John Long and Frank G. and Joseph Micelli, attorneys; W. C. Harding, a realty operator; Frank E. Alley, a timberman; E. L. Parrott, W. J. Moon, C. J. Denning, A. Creason, H. Marks, J. D. Zureher, W. R. Vinson, J. F. Barker, D. R. Shambrook, Frank Conn, Dr. Honek, H. T. McClallan, Dr. M. C. Miller, B. W. Bates, C. B. Cannon, A. Salsman and G. Davis. Speaking for himself and his associates, J. W. Perkins made the following announcement of the purposes of the trip, and the sentiment of Douglas county:

"We say that if Binger Hermann will consent to run again for Congress, we will send him to Washington by the greatest majority that ever

North Yakima Dispatch Says That "Mysterious Strahorne" Is Headed This Way.

COOS BAY TO BE COAST TERMINUS

Claim He Will Use Hill's Deschutes Line to Connect Up With It.

NORTH YAKIMA, Jan. 31.—The North Coast Railroad Company now has a complete right of way through the city of North Yakima. The last section was secured Thursday when four lots were purchased for \$10,625. All of the other property on the proposed right of way through the city had been secured either by purchase or condemnation, and action had begun to condemn these lots. Other deeds to connecting links in the right of way in the lower valley were also filed and the road now has practically a clear line from the Columbia river to North Yakima.

Almost all the grading from Union Gap to the Columbia river has been completed, and is ready for the steel. A crew of workmen was placed at work at Union Gap this week. This is the most difficult piece of construction on the entire line. The buildings are being moved from the right of way through North Yakima.

It was announced here that information has been given out that the North coast is planning to build through Oregon, having Coos Bay as the objective point. The activity of the North Coast in Klickitat county, surveying a line that extends from near Toppenish across the Yakima Indian reservation and down the White Salmon valley to the Columbia river, gives rise to the belief among railroad men here that the North Coast is part of the Hill system, and will use that road up the Deschutes canyon, and thence across to the Coos Bay country. Every indication here points to the North Coast being very close to the Hill people.

FORMER MILL MAN IS DEAD

Aaron Corey, Well-Known Resident of Coos Bay, Dies at Wichita, Kas.

Word has been received here of the death of Aaron Corey, a former well-known resident of North Bend and Marshfield, at Wichita, Kas., where he had made his home for several years. He was eighty-two years old and death was due to complications arising from his advanced years.

During the fifteen or twenty years that he resided on the Bay, Mr. Corey was connected with the Dean & Merchant mill and later with the Simpson mill at North Bend. Most of the time, he was foreman of the mills and was said to be one of the best machinists who ever struck the Bay.

After his last stay on the Bay, he left North Bend about fifteen years ago. He had married a woman from Kansas shortly prior to that. He is survived by two sons, one of them being James, who makes his home in North Bend and on South Slough.

was given a candidate in that part of the state. The people of that country, to a man, feel that way toward Mr. Hermann, and they further feel that the Government has done Mr. Hermann an injustice by holding this cloud over his head for five years, thereby injuring his health and career, to say nothing of the great financial expenses to which he has been subjected."