

THE BANDON RECORDER

Bandon By-the-Sea has the Prettiest Beach on the Coast

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PIRATES THRIVE
ON THE WRECKAGEFreebooters Help Relieve Santa Clara.
Freight Loss to Owners Total

The lives lost, the dead bodies recovered, the persons missing have taken a secondary interest in the news from the wreck of the Santa Clara on Coos Bay. After waiting with ily concealed patience for permission from the boat owners to board the wreck and get their freight, merchants have begun the work of salvage with the active assistance of land pirates.

The law "Finders are Keepers" under the line of high tide at sea has many adherents along the bay side and merchants acknowledge that when they have stopped different people from driving off with loads of plunder the act has been more or less of a bluff.

There were liberal consignments of whisky and cigars on board the vessel and those were free for the time being. Men, soused, inside and outside, walked the beach with their pockets filled with smokes, with Pebleford in plenty and hilarity abounding.

Saturday morning the merchants found the ropes which held the boat to the shore cut and the work of spoilation in progress.

According to the stories of Bandon people who have visited the wreck the pirates have a certain interest. They are described as picking their camp on the bluff overlooking the scene of the wreck with perhaps a blanket for a tent and a fire of drift wood to keep warm by while they wait for low tide to enable them to work at their best. It is rather heavy work at present when the stuff has to be dug out of the holds. When the wreck breaks apart they are expecting to begin work in earnest.

Many of these campers are Indians or half breeds and those who are white look the part. With a red bandana around the head, a red flannel shirt and with a rope for a belt, they could pose for a painter or for moving picture film.

The Daily Tide describes some of the scenes.

Although discouraged by the scene presented the business men commenced work and got off what was possible to be moved.

Flour was the pressing need of the day. There had been a large shipment aboard and in order to get at some of the other stuff that was thought to be worth taking out the flour had to be unloaded first. This was done by dumping it over board the sides of the vessel into the water, the boats or the arms of those who had waded out to receive it, or in any way possible so long as it was landed. A great deal of this flour was not damaged beyond an inch or so on the outside, the interior of the sacks, perhaps forty pounds in all, remaining intact, and all of the residents of the district had as much as it was possible to gather up put by for a rainy day.

One North Bend business man who was a visitor to the scene of the wreck was condemning the method pursued of the unloading of the vessel. Much of the freight was dumped overboard there yesterday and the day before was in perfect condition when it came out of the holds, but before it reached the shore it was ruined. It was thrown from the vessel to the water and then picked up afterward. This work was not done by pirates alone but by men who thought they were really saving the goods.

"After they got it ashore the goods were piled in piles and a watchman was kept over them. The pirates would walk up and seeing something which they wanted would take it and all that the watchman could do or say was "well, they shouldn't do it." I had two packages consigned to my firm which I managed to get off by themselves and tried to keep guard over them. Then I decided I would put them all together and get them later. When I went back a few hours later they were gone. I looked to see if they had been hauled away and if they were it was not done by any representatives of the business men.

"There were several teams on the beach but if they did anything for you they wanted their pay in advance.

Tied Can To Wrong Captain

Because of the slowness of the Tillamook in making her last voyage down from Portland the owners of the boat tied a can to Captain Johnson the venerable master who had the boat in charged and put a younger man in his place. The new man, known as Capt. Alec is't coming half as fast as the old captain did last trip. When hunted up by local interested parties the Tillamook was located at Gardener in the Umpqua, had been there for some time and there was no relief in sight. Captain Johnson, the old skipper, knows the bars and ports of the Oregon coast as well as any pilot in the business. He has sailed in these parts since 1868 and a part of the time was a pilot on the Columbia.

C. W. Cumbers of Marshfield, Coos County agent of the Standard Oil company was in Bandon last night. He left for Gold Beach this morning, in an auto, with Clint Malehorn at the wheel. He said "I may be crazy taking out a machine over such roads this time of

Yesterday saw the largest tide but one that will enter the river during 1915. I was over ten feet in height and made the river channel assume an appearance of flood time. It also did a few other things one of which was to float a part of the fishing pier to the west of the Breuer dock making two or three rods of break in the piling in that direction. Many of these piles were recently driven but as the rock occurred before they were driven very far and they had not been balanced with rock from the quarry, they yielded to the influence of the waves and came up.

Local Moose Herd
Strays From HomeInstalls Lodge at Coquille Wednesday And
Polishes Chicken Bones. Likewise Makes
a Night of it

A heard of Bandon Moose, fifty two strong journeyed to Coquille last Wednesday night all in full dress according to the Moose requirements and bent on assisting to start a new band of cervine mammals snorting within the precincts of the county seat. A representative of the higher councils of Moosedom was expected to conduct the Coquille herd on their first trail to the pasture grounds but the gentleman failed in his connection somewhere and it was up to Dictator LeGore of Bandon lodge to do the honors which he did with the full accompaniment of trimming.

A lodge of Moose was regularly organized and officers installed. The new lodge starts out with 67 members.

After the labors of the evening a banquet was spread which with oratory continued for some time. When all was at last finished, the chicken bones had been duly polished and the cigars turned into blue smoke, the party though of the return trip. The staunch old steamer, the Coquille had been chartered for the occasion but at this time Captain Perkins announced that a dense fog prevailed on the river and it would be necessary to wait until this raised sufficiently as not to interfere with navigation. The party accepted the wait in good spirits and it was not until four o'clock that the boat was ready to start toward the blue Pacific.

A self appointed committee took upon itself the task of keeping every body awake and prepared for any emergency on the way home and they performed their task very effectively. There wasn't a pair of white pants in the party that was not ready for the laundry next morning when the boat tied up at the accustomed pier at 7:00 but all were sure that they had had a grand old time.

Captain Perkins thinks the Bandon Moose are a bunch of good fellows. Usually when a boat is delayed there is constant grunting and complaining but on this occasion no one was impatient and all were content to let the weather matter look after itself.

So far this week the Golden Rule special sale has done an excellent business.

"HARD TIMES" DEAD ISSUE, ADMITS REPRESENTATIVE MANN
Press dispatches from Chicago under date of November 5th, in summarizing a speech of the Republican leader of the House, Representative Mann of Illinois, quotes him as saying with reference to the 1916 elections:
"The Republicans have no walk away. Prosperity will be here before the polls open. And we can't win with a two-spot candidate."

Offers Site for City Hall

On behalf of Mrs. Fannie Dyer, Elbert Dyer proposed to the common council Wednesday night that the city accept a tract of land fronting 80 ft. on First street, to the west end of the street on the south side for the purpose of a site for a city hall and public library. The proposal is that the city pay Mrs. Dyer \$25 per month during the remainder of her life and pay the assessments against the property for paving and sewer, a pro rata part of \$800 for the whole Dyer frontage at this point. A committee of the council took the matter under advisement but individually the councilmen have expressed themselves as favorably inclined to the proposition.

H. J. Peters has his mining machinery ready to start except for a belt which appears to be hobbled. He has ordered the belt from Portland three different times and has not to date seen any of them. The first belt found its way to Gold Beach, where it was located and started northward on the stage but has been sidetracked somewhere between that point and Bandon. The second was on the ill-fated Santa Clara and is probably now a portion of the spoils keep of some of the Coos Bay pirates. The third was ordered on the Kilburn. Meanwhile \$10,000 worth of mining machinery awaits the appearance of one of those belts.

Coppie For Marshfield Mayor

While R. A. Coppie has been in Bandon superintending the sale at the Golden Rule the people of Marshfield have nominated him for mayor of that city both on the Republican and the Democratic ticket. In the primaries held in the bay city Monday Mr. Coppie was successful all along the line. The one nomination which he did not get was on the Dr. Straw ticket and he latter gentleman is anounced as preparing to carry off that honor for himself. Mr. Coppie and Dr. Straw were opponents four years ago and Mr. Coppie's friends insist that he was counted out on that occasion. Dr. Straw's victory was only by a margin of eight votes and it was declared that more than that number of fraudulent votes were cast for the benefit of the doctor.

Was It A Typhoon

Waterspout at Sea Sunday With Tidal
Wave Startles Eye Witnesses

A dozen or less of Bandon's citizens witnessed a typhoon Sunday about 2 o'clock cavoring over the waters of the Pacific Ocean, opposite the bar of the Coquille Harbor. Those who saw it say there was a great whirlwind, which seemed to suck up the waters into a great column of water to hundreds possibly thousands of feet high where spreading out, funnel-shaped it merged into the intensely dark cloud above it. The sun was shining in Bandon at the time while the storm cloud passed at sea, up the coast from the south. There seemed to be a great wave followed up with the column which seemed practically at the mouth of the Coquille River and within the course of a few minutes, it passed, with great rapidity up the coast and out of sight in the vicinity of Coos Bay heads, 20 miles away. The principal witnesses were the boys of the Coast Guard, and a few of the residents in that immediate vicinity who have a view of the bar. Clarence Boice of the station who has lived here for a great many years said that this was the second one within his recollection, and by far the largest of the time.

DOUBLE FIRE
AT TWO MILEDistrict School House And House Belong-
ing to Clarence Foster Burned Monday
Morning

Two fires in the vicinity of Two Mile have set the people of that section to speculating as to whether or no they have a fire bug in their midst or have merely borrowed ours for the time being. Both fires occurred within a short time of one another and in both cases while evidence is missing the appearances warrant the suspicion of incendiaryism.

The farm house on the ranch of Clarence Foster of this city and occupied by a Mr. Ellwood took fire between three and four o'clock Monday morning and was destroyed. Whatever household goods Ellwood had were lost in the ruins. The valuation of the building is placed at \$1,000 with no insurance.

Within an hour the Two Mile school house developed fire and also was totally destroyed. The school house has not been occupied for two months. Only summer sessions are held at this school and the season ended in September. In addition to the fact that the building had not been used everything in the region was wet, the rains having pretty constant late.

It is said there was talk of a meeting to discuss the advisability of a winter term. The neighborhood has been gone over for evidences of arson but so far, without results. Mr. Dunmire one of the directors was in Bandon yesterday conferring with Dipel & Wolverton over the insurance. The school building was insured for \$600 with an additional \$200 on the equipment. It is probable that the school house will be immediately rebuilt.

Death Of Pioneer Mother

Mrs. John L. Walstrom one of the pioneers of this section died at her home near Parkersburg Tuesday night in her sixty first year. She had been ailing with a complaint of the stomach and had consulted some of the best physicians in this section of the state but none were able to afford relief.

Her funeral occurs Wednesday at one o'clock with services in the Ellingson chapel. Burial will be in the K. P. cemetery.

Mrs. Walstrom's maiden name was Elizabeth M. Swenson and she was born in Skillef, Sweden, February 9th, 1855. She was married to John L. Walstrom August 24th, 1873. They first settled in Marshfield in 1873 and later came to Parkersburg where they have lived on a ranch since that date. She was a home loving person, devoted to her family and honored and respected by all who knew her.

Beside her husband she is survived by two sons and two daughters: James E. Walstrom, Almer E. Walstrom, Bandon, Florence W. Sanford, Coquille, Ella T. Walstrom, Parkersburg.

HUNTING DEER BY AUTO

Only A Slippery Bank Prevents Local
Travelers from Bagging a Deer
Out of Season

Chas. Barrows took a party last Friday to Coquille but did not return until evening. As the car was near Lampa the party aroused a young buck in the road only a few feet ahead. The deer blinded by the headlight of the automobile ran straight into it and was knocked over. Picking himself up he found himself again dazzled by the headlight and ran toward it again. The machine had been turned around and the chance presented itself to pin the deer between the bank and the side of the road. Although it was past the season his passengers clamored for Chas. to shoot the deer. He did the next best thing and succeeded in jamming the animal between the front of the machine and the bank.

There was a mighty kicking and scrambling and muddy water flew in all directions. But the bank was slippery and the deer worked its way free from its hoofs were beating time on the road back of them.

IMPROVEMENT OF COQUILLE
RIVER INLAND IS REFUSED

A letter from Arthur Williams, major, corps of government engineers, stationed at Portland says: "In view of the excellent condition of the channel between Bandon and Coquille and the present extent of commerce of the river, it is not believed the locality is worthy of further improvement by the government at this time: except the maintenance of the present project."

This though stated in a negative way appears to bear assent to the proposal to extend the jetty with unused appropriation.

In a letter from Congressman Hawley he expresses his regret that the original project did not find favor with the engineer. Mr. Hawley had the authorization for this survey incorporated in the last river and harbor bill. He is now en-route to Washington where he will be glad to consider any matter for the improvement of the Coquille valley.

Truck Travels Over
Then InvestigatesInternational Does Not Know Roads Are
Impossible Until it Has Passed Over.
Story of a Pleasure Exertion

A jovial and congenial party of Bandon people, six strong steamed up the delivery truck of the Central Warehouse last Thursday afternoon and set out for Coos Bay to see the sights connected with the wreck of the Santa Clara. Mr. and Mrs. Walter Sabin, Miss Lena Langlois, Zeno Gatchell, Victor Breuer with Fred Harvey as chauffeur composed the party and they left Bandon at 11 a. m. arriving at the scene of the wreck at about 4 o'clock in the afternoon. The seven devils road was supposed to be out of commission, but the delivery truck travels over the road and then inquires whether it is passable afterward. The party got a fine sunset view of the wreck although having a full equipment of passengers it must be exonerated of any charge of joining the C. B. pirates in the pilaging of the vessel. The truck was able to handle its load of passengers but it wasn't looking for any more freight. Eight o'clock found the party in Marshfield and here inquiring at the garages they were told the road to Coquille was impassable and had not been in use for something over a week. The road was being improved and was a little too genteel for the common run of vehicles.

But realizing that there was not anything common about the truck the party started on. A short distance out of Marshfield the acetylene lights of the machine began to develop traits of feebleness. It was determined to return to Marshfield. Here Victor Breuer found his feet growing cold and determined to stay in Marshfield over night and warm up, and the party proceeded without him.

Their lights were fired up at the garage and though still radiating light with the dazzling brilliancy of a tall dip they proceeded on their way. Soon the lights developed more infirm characteristics. Their illumination became fainter and fainter and finally cast a few last agonizing beams and died without a quiver.

Fred Harvey now demonstrated himself something of a machinist and soon had the lights in good order again, far better than even when the party left Marshfield.

They were not quite sure which part of the road it was that was impassable but think it possibly was a mudhole which he truck went bravely over without floundering or swimming. They arrived in Coquille shortly after midnight and had the good fortune to find the ferryman on the street and were safely put on the Bandon side of the river.

But why detail the rest of that memorable trip. Stuck in a mudhole they found an anti-slip chain for a driving wheel missing and found it again by walking back to the ferry. When the chain was replaced the party proceeded again towards Bandon and with one or two other adventures arrived in this city about 7 o'clock in the morning of Friday.

NINE BODIES
ARE RECOVEREDSix Others missing In Wreck of Steamer
Santa Clara On Coos Bay. Story of the
Wreck

The bodies of nine persons have been recovered, victims of the wreck of the Santa Clara of the North Pacific line at the entrance to Coos bay last Tuesday evening. According to reliable reports the boat struck bottom in the trough of the breakers, making the bar and damaged her steering gear. In a helpless condition she drifted on the south spit off Bastendorf's beach.

Instead of waiting for the lifesavers an effort was made made immediately to get passengers and crew off in the boats boat. The water in the shoreward direction seemed to warrant the attempt to put down the boats and with due regard to marine etiquette the women and children went first boat out. Naturally with most of its cargo inexperienced people the boat tipped over and the weaker ones were drowned. The Coos Bay Harbor gives the following description.

The last boat to be lowered contained the captain and six members of his crew who nearly lost their lives when the ropes with which the boat was being lowered, broke, precipitating the men into the boiling surf. They swam to the side of the ship and climbed aboard by means of the ropes where they at once set about to rig up the breeches buoy. They had trouble in getting the line ashore because the caps which fire the van could not be found. As a last resort this was fired with powder lighted with paper. Signals were carried on by Captain Lofstedt of the Santa Clara and Captain Olson who with two men appeared on the high cliff opposite to the boat and caught the line when it was fired ashore. They then pulled the hawser ashore and assisted the crew ashore in the breeches buoy.

The passengers and crew suffered intensely from exposure and from injuries received. They were cared for by willing workers who rushed upon the scene from all directions and everything possible was done.

A number of physicians were on the ground and they took charge, their direction in an effort to revive life and relieve suffering.

On account of the heavy fog, rain and darkness which set in a few minutes after the accident, work of relieving the injured or patrolling the beach for bodies was difficult and unpleasant.

Captain Lofstedt said he believed the boat was soon to go to pieces as she pounded the bottom for hundreds of feet as she was driven towards the South Spit. He was certain that the bottom was torn off and as the heavy ship creaked and twisted, believed she could not last long. The passengers and crew thought likewise.

When Captain Lofstedt decided to take a chance on getting his passengers ashore he told them he believed this was for the best as the surf in the lee of the boat was not rough and that they could be landed without very much trouble. Every one had confidence in him and obeyed without protest. The first boat was lowered successfully and carried the women and children, being manned by the third officer and two seamen. The boat was nearly ashore when it struck a sandbar and upset causing the loss of life and explaining why the death list is made up so largely of women and children.

Mrs. Crowley, with her 13-months old child was in this boat and her child was torn from her arms and lost. The second and third boats reached shore safely and assisted in the rescue work. The fourth boat contained all men, mostly the crew. The fifth boat was upset in launching and is now hanging from the ship's side. This contained the captain and six members of the crew, who were upset by the breaking of the launching ropes some of whom were afterward rescued by the breeches buoy.

A Pathetic Incident
R. G. Marques, of Portland, who was traveling with Mr. and Mrs. John Crowley and baby Alfred, who was (Continued on Page 5)