

THAT OLD CAMERA THAT YOU'VE GROWN TIRED OF IS THE VERY THING THAT SMITH WANTED TO BUY, BUT HE DOESN'T KNOW YOU'VE GOT IT, AND YOU

Coos Bay Times

DON'T KNOW SMITH WANTS TO BUY. SAME OLD STORY. BOTH WAITING UPON THE OTHER FELLOW TO ADVERTISE. DO NOT PROCRASTINATE. TRY A WANT AD.

VOL. II. MARSHFIELD, OREGON, TUESDAY, JULY 23, 1907. No. 13.

MOST APPALLING MARINE DISASTER IN HISTORY OF THE CALIFORNIA COAST

Passenger Steamer Columbia Sunk Almost Instantly in Midnight Collision With Schooner San Pedro

OVER SIXTY LIVES ARE LOST

People Take to Boats and in Bitter Cold Winds Deaths Ensur From Exposure---Captain Doran Sinks With His Ship

(Special to The Times.)

San Francisco, July 22.—In one of the worst marine disasters in the history of the California coast between 100 and 150 lives were lost, as far as has been learned, by the midnight collision between the Steamer Columbia and the steam lumber schooner San Pedro, in Shelter Cove, 12 miles southwest of the Mendocino-Humboldt county line, between 12 and 1 o'clock Sunday morning. Only meagre information of the tragedy has been obtained, though every effort has been made to secure the facts. Scores of telegrams were sent to Eureka, the nearest point of importance and all remain unanswered. The facts known here were brought by the Steamer Roanoke and the Steamer Daisy Mitchell, which arrived in San Francisco this afternoon.

The Columbia, while bound from San Francisco to Portland with 180 passengers and crew of 60, was rammed by the San Pedro, southbound for this city. The sea was smooth, but the weather foggy. The San Pedro, looming out of the mist a few ship-lengths away, bore down on the Columbia at a high speed, despite frantic efforts to avert the impending disaster, and with a crash sank her stem fully 10 feet into the Columbia's port-bow. Nearly all the Columbia's passengers, and many of her crew, were asleep in their cabins and bunks when the crash came. As the San Pedro backed away the sea poured in through a ragged hole in the Columbia's bow and in five minutes the vessel sank to the bottom of the deep waters of Shelter Cove, which closed over the tips of her masts.

According to J. S. Flynn, a passenger on the Roanoke, Captain Doran, of the Columbia, succeeded in launching four life boats and two rafts before the Columbia sank. Flynn, in an interview, stated that 88 passengers—all men—got away in this manner and were saved; that Captain Doran acted with great coolness in the face of death and went down with his ship. Flynn is further quoted as saying that not one of the hundred odd women passengers were saved. Shortly after the collision the steamers Roanoke, Elder, and Daisy Mitchell, all southbound, came on the scene and stood by. The Elder took the San Pedro in tow and latest reports announce their arrival in Eureka. Near the scene of the wreck the Roanoke picked up a life raft and found underneath it the dead body of Edward Butler, of Portsmouth, N. H.

LATER.

(By Associated Press.)
Eureka, July 22.—Hourly the death list of the marine horror shrinks. The best advices tonight are that 177 of the 249 souls on board the Columbia escaped death when that vessel went to the bottom near Shelter Cove, between midnight and one o'clock Sunday morning. A hundred and seven of the Columbia's passengers and 37 of the crew have been brought to this city by the Steamer Elder, which towed the schooner San Pedro from the scene of the disaster to Eureka. A late message from Shelter Cove says three more life boats have been picked up, one containing 18 persons, another 15 and the third not reported. The survivors brought here are being cared for at the hotels and in private homes.

Citizens of Eureka were moved to unanimous action by the pitiful condition and distress of the victims, and have supplied them with sufficient quantities of clothing and all the necessities without stint or price. A committee of citizens, under the leadership of Mayor Ricks, has charged itself with the duties of the hour and is performing them with energy and all possible success. In connection with those whose names are not among the list of saved it should be borne in mind that the list of saved will be materially swelled by 33 persons who are known to be at Shelter Cove. Among the lost is Mrs. F. O. Lours, of Pasadena, she died of exposure.

GALLANT FIRST MATE OF COLUMBIA WELL KNOWN ON THE BAY.
W. F. Whitney, first mate on the Columbia, who gallantly staid by the ship with Captain Doran, is well known on Coos Bay. He was until a few months ago the captain of the lumber sailing schooner Jessie Minor, which plys between this port and San Francisco, and is at present lying at the railroad dock. His many friends here, as elsewhere, while feeling poignant sorrow at this man's death, will nevertheless find solace in the heroic manner in which he died.

at Shelter Cove is not yet determined. Just as the Columbia was sinking her boilers exploded. This counteracted the suction and saved many lives. The only dead person caught by the Elder was Geo. T. Sparks, of Fort Smith, Ark. Two hours after the boat sank the fog lifted and a cold wind commenced to blow. The people in the boats suffered much. As to the cause of the accident, accounts so far obtained are confusing to such a degree as to be almost unintelligible.

That there was poor navigation by one ship or the other is generally conceded. O. Swanson, a sailor on the San Pedro, who was at the wheel when the collision occurred, lays the blame on the Columbia, which he says tried to cross the San Pedro's bow. Others of the San Pedro's crew make the same statement. The explanations, however, are so confused as to be practically unintelligible and probably will require an official investigation to fix the responsibility.

SCENE OF WRECK WELL KNOWN
The part of the California coast where the Columbia accident happened is termed the bone-yard by mariners who ply up and down the Pacific. There is, according to seamen, an in-current which carries ships and steamers off their courses and frequently lands them on the rocks or the sandy beaches. While the Columbia wreck is in no wise due to this peculiar condition, the history of that part of the country is interesting nevertheless from a seaman's view. There are frequent fogs in the vicinity of Point Gorda, and Shelter Cove, and skippers always keep careful watch when near there.

Mr. Scotten, who is living in Marshfield, is well acquainted with the wreck history which has been made about Cape Mendocino in the past. Fifteen years ago, the Ajax, a British collier was wrecked off Potato Patch, a name given a particularly dangerous reef north of Shelter Cove. Two persons lost their lives. In 1895, the original steamer Humbolt ran on the rocks at Point Gorda, but the weather was calm, and all the passengers were saved. This boat was a passenger craft plying between Portland and San Francisco.

In 1902, the Wella Walla, a passenger boat running between Portland and San Francisco, was rammed by a French barque off Cape Mendocino on the morning of January 2, amid severely cold weather. Between forty and fifty people were lost in this wreck. This collision was attributed to carelessness on the part of the crew, and drunkenness was charged.

In the fall of 1904, the St. Paul, plying between the cities before named, struck the Point Gorda reef and was beached. No lives were lost. Old-timers tell of the wreck of the Northerner, which occurred in 1859. This was at False Cape, and was during a terrible storm. Three men were drowned in trying to carry a line ashore, but the fourth man made the trip safely. A number of men were saved, but the women and children perished. Seventy-two were washed overboard and drowned when the wreck broke up. The bodies

NUMBER OF SAVED AND LOST ON COLUMBIA AND SAN PEDRO
Schooner San Pedro crew, 18 saved, also master's wife; total 19 saved.
Columbia crew: Saved, 37; lost, 22. Total, 59. Passengers saved, 107; passengers lost, 83. Total, 190. Life boat picked up at Shelter Cove containing 16 people, three seamen and 13 passengers, of whom two were dead.

PLANT SIGHTS WRECKED BOAT
A graphic story of the wrecked steam schooner San Pedro was obtained from a Plant passenger. The Plant left San Francisco about five o'clock Saturday afternoon and the San Pedro left several hours earlier. The Plant sighted the Elder towing the ill-fated San Pedro about 3 o'clock Sunday afternoon, twenty miles below Point Gorda, which is ten miles southwest of Cape Mendocino and about sixty miles south of Eureka. The plant passed within a few hundred yards of the vessels and they could be seen plainly. The San Pedro was empty when the collision occurred or she would have sank, her wooden hulk being her salvation from the fate which befell the Columbia. The bow of the San Pedro was smashed in, the foremast was broken down, and there was nothing out of the water but the foremast head, main mast, and the after part of the vessel. The opinion of the passenger was the boat would sink before Eureka was reached. At the rate the Elder was going it would take her about sixty hours to tow the vessel into Eureka harbor. That would put her in early this morning. An old sailor, who is well acquainted with the part of the coast where the accident happened, said that the Columbia is in about 300 fathoms of water.

SURVIVORS OF THE DISASTER.
Saved From the Columbia.
Eureka, July 22.—The following survivors of the Columbia were brought here:
H. Schallhorn, Portland.
Medora Sparks, Fort Smith, Ark.
J. B. Brotherton, Muskogee, I. T.
A. C. Woodward, Oakland.
Mary E. Cox, Elwood, Ind.
C. C. Mayhew, Enid, Okla.
Clyde Croland, Spokane.
E. G. Townsend, North Yamhill.
B. C. Austin, San Francisco.
J. C. Orr, Schuyler, Neb.
A. L. Eivers, Portland.
W. H. Truesdale, Litchfield, Ill.
Maybelle Weston, Berkeley.
Alma Osterboog, Cleveland, Ohio.
Miss Stella Cannon, San Francisco.
Louis Cannon, San Francisco.
Emma Griese, Cleveland.
W. H. Smith, San Francisco.
Emil Silon, Aberdeen, Wash.
Alice M. Watson, Denver.
Florence Thompson, Youngstown.
Lulu Hanson, Minneapolis.
Bert Lippmann, San Francisco.
Dwight Casner, Lead, S. D.
C. H. Bealam, San Diego.
Wm. Kloath, Seattle.
J. F. Kavanough, San Francisco.
H. S. Allen, San Francisco.
Dr. E. J. Paine and wife, Columbus, Neb.
H. Robinson, Alameda, Cal.
Henry K. Unse, Merced, Cal.
A. J. Eiegel, Portland.
W. L. Smith, Vancouver, B. C.
Sarah A. Rogers, Spokane.
Hazel Ingels, Oakland.
Rob. Cornell, San Diego.
Mrs. J. A. Johnson, San Francisco.
Ethel Johnson, San Francisco.
C. R. Johnson, San Francisco.
Mrs. Letegte, Kansas.
Dr. B. C. West and wife, San Francisco.
Nannie McCullen, Mrs. H. C. Shaw, Stockton, Cal.
Miss B. E. Fitzgerald, Los Angeles.
Miss Nannie Buxton, Portland.

OTHER DISASTERS NEAR SCENE OF THE COLLISION
St. Paul, passenger steamer, beached 1904; no casualties.
Walla Walla, passenger steamer, collided with French Barque; over 40 lost.
Humbolt, passenger steamer, on the rocks, 1895; no casualties.
Ajax, British collier, wrecked, 1894, two lost.
Steam schooner Cleone, total loss, 1901.
Great Northern, passenger steamer, 1859, almost 100 lost.

ILL-FATED COLUMBIA'S PASSENGER CAPACITY 205
The Columbia's passenger capacity is given at 205 people. She has been lying between San Francisco and Portland for some time. The boat is owned by the Pacific Mail company, which is virtually the Southern Pacific company, the same people who are operating the breakwater between Coos Bay and Portland. Apprehension has been expressed that the breakwater may be utilized under the present stress, but it is stated on competent authority that there is little likelihood of this.

COLUMBIA PASSENGER LIST.
San Francisco, July 22.—Following is the complete list of passengers on board the Columbia:
Cabin Passengers:
Franklin Aulf
Anna Akeeson
Philip Busford
Miss A. Barnal
W. J. Bachman
Mrs. E. Butler
Miss M. Buxton
Gertrude Butler
Eva Booker
J. Brotherton
Mrs. Jane E. Best
Clara Carpenter
Ruby Cooper
T. T. Clark
Mrs. T. T. Clark
J. W. Carpenter
Mrs. J. Benson
Dr. Best
Dwight Casner
Lena Cooper
Mrs. A. F. Conwell
Mrs. R. B. Cannon
Marion Clabby
Miss Cornells
B. W. Graham
Emma Griese
Effe Gordon
Miss Goodjin
Mrs. A. Gray
Mrs. B. Gordon
P. Goslinsky
Frank Holger
Mrs. A. Hatt
L. E. Hill
C. H. Harrington
Mrs. Ingals
Hazel Ingals
C. R. Johnson
Ethel Johnson
Mrs. J. Ahnson
G. L. Hoodnepyl
L. J. Hanson
W. H. Ingals
H. L. Keever
E. B. Keever
J. Grant
Mrs. J. Grant
Mr. Kline
Mar. McKaney
Mr. L. Mero
Elsie Maystone
Mrs. C. Martin
Louise G. Nake
Nellie A. Nake
Mr. J. C. Orr
Alma Osterberg
Mary Parsons
J. E. Paul
Mrs. Paul
W. N. Pinney
Mrs. E. Rockwell
J. W. Rigs
Mrs. J. W. Rigs
Fred. Rogers
C. C. Rowland
Mrs. S. Roberts
P. Robertson
M. J. Rademan
G. A. Smith
A. Schober
Sarah Schull
Mrs. Swaller
Mrs. H. C. Shaw
J. B. Smith
Mrs. J. B. Smith
Wm. H. Smith
Miss C. Schull
W. L. Smith

Saved From the San Pedro.
J. F. Jackson, Chief Engineer.
R. J. Thomas, Third Assistant Engineer.
W. Lewis and J. G. Porter, oilers.
Thomas Russel, water tender.
John Boss, fireman.
Charles Eastwood, fireman.
John Swift, fireman.
R. Ogerupp, second officer.
R. Hawse, third officer.
Quartermaster, W. Curtman.
John Lindstrom, J. Ellis.
N. Morris, boatswain.
G. Mackey, carpenter.
R. Gustafson, seaman.
A. L. Larson, seaman.
F. Simons and S. Peterson, seamen.
J. E. Byrnes, purser.
F. Funk, steward.
A. Mack, second steward.
Mrs. E. Harris, stewardess.
A. St. Clair, porter.
Chas. von Boester, chief cook.
Chas. Nolan, pantryman.
G. W. Lawrence, steward.
J. C. Shawley, C. F. Murphy, Louis Cole, Robert Engman, A. Carrera, J. White, Chas. Holland, waiters.
Wm. Tidtsen, messman.
J. J. Fogarty, saloon watchman.
Henry Otto, cook.

Storage.
A. W. Croter
A. L. Rivers
E. G. I. 322
F. Knop
H. Kieunst
J. P. Remus
John Miller
T. H. Myers
C. W. Merrill
M. Mayo
G. Peurson
Joe Rumley

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Nellie A. Nake
Mr. J. C. Orr
Alma Osterberg
Mary Parsons
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Mrs. Paul
W. N. Pinney
Mrs. E. Rockwell
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Mrs. J. W. Rigs
Fred. Rogers
C. C. Rowland
Mrs. S. Roberts
P. Robertson
M. J. Rademan
G. A. Smith
A. Schober
Sarah Schull
Mrs. Swaller
Mrs. H. C. Shaw
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Thomas Russel, water tender.
John Boss, fireman.
Charles Eastwood, fireman.
John Swift, fireman.
R. Ogerupp, second officer.
R. Hawse, third officer.
Quartermaster, W. Curtman.
John Lindstrom, J. Ellis.
N. Morris, boatswain.
G. Mackey, carpenter.
R. Gustafson, seaman.
A. L. Larson, seaman.
F. Simons and S. Peterson, seamen.
J. E. Byrnes, purser.
F. Funk, steward.
A. Mack, second steward.
Mrs. E. Harris, stewardess.
A. St. Clair, porter.
Chas. von Boester, chief cook.
Chas. Nolan, pantryman.
G. W. Lawrence, steward.
J. C. Shawley, C. F. Murphy, Louis Cole, Robert Engman, A. Carrera, J. White, Chas. Holland, waiters.
Wm. Tidtsen, messman.
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Henry Otto, cook.

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