

BREAKWATER ON QUICK TRIP

Makes Round Voyage Between Coos Bay and Portland in 3 days 14 hours.

STORY OF THE BIG FIRE

Crew Worked Hard To Save the Ship—Praise From Portland Papers.

The steamer Breakwater arrived in yesterday morning at 7 o'clock, having made the round trip between Coos Bay and Portland in the quick time of three days and fourteen hours. This is the best time ever made between the two ports on a round trip. The ship shows little evidence of her narrow escape from the fire which threatened her destruction at her Portland dock Wednesday morning. The crew received great praise in the Portland papers for their work in saving the vessel and aiding other craft which was endangered. Following the list of passengers is the account of the fire as given in the Portland Telegram. The Breakwater brought 200 tons of freight and will sail today at 11:30.

Wm. Cox, A. G. Reed, Mrs. H. Wright, J. G. Ryan, R. Troemmel, F. H. Graves, S. Neimars, J. Kenefick, P. Gagnow, Mrs. Gagnow, L. B. Mims, Mrs. Mims, H. M. Tower, W. C. James, L. G. Chandler, Geo. Stewart, Mrs. Stewart, J. W. Lees, Mrs. Lees, O. Holmes, Mrs. Holmes, Miss Holmes, Helen - Holmes, J. H. Holmes, H. Moore, D. House, A. Campbell, H. Buchanan, J. Riley, R. Kaufman, L. McGregor, Mrs. Gregor, D. McMillan, L. Reynolds, W. H. Kiblin, Mrs. Kiblin, M. Kiblin, Master Kiblin, Master Kiblin, C. B. Peters, Mrs. Peters, F. Webster, W. G. Shaw, Mrs. Shaw, C. E. Sackett, W. B. Chapman, E. C. Pigot, H. Graham, Mrs. Graham, Rev. E. B. Jones, Mrs. Jones, Mrs. Blair, Miss Cooper, Wm. Cooper, A. C. Nichols, Mrs. Nichols, Frank Nichols, H. Nichols, C. Nichols, Miss Stuart, T. Davis, F. Tauser, J. Outman, H. McLane, B. Call, Mrs. Call, W. Nelson, W. Vincent, G. Patridge, A. Parish, R. Smallwood, R. Arnold, E. H. Rollins and three steerage.

The death of two persons, the frightful injury of a third, the burning of the trim and speedy river steamer J. N. Teal, are the results of an explosion of oil in the firehold of the Teal at 4:50 o'clock this morning. The explosion was followed by the partial destruction of the boat by fire, and by the suffocation and burning to death of Mrs. A. E. Jackson, the sole passenger on board, and John Collins, a deckhand, the charred and almost unrecognizable bodies of the two victims being found in their staterooms.

The body of Mrs. Jackson was found on the floor of her stateroom on the hurricane deck, partially clothed, with both legs burned off at the knees, with both forearms missing. Her trunk was in a crisp, and face burned beyond all human semblance. The body of Collins was found twisted and distorted, jammed under his bunk in the crew's quarters, whether he had wriggled in his involuntary throes of agony to escape suffocation and the fire, before life was extinct. He was so frightfully burned as was the woman, but the only way his identity became known was from the location of his bunk.

Had any of the officers or crew on board known of the presence of Mrs. Jackson on board her life could have been saved, for ample time was given all the rest of those on the steamship to escape, except Collins, who it is believed had rolled over to catch a few more winks of sleep after having been called by Deckhand Knowles. This cost him his life.

Explosion of Oil Burners The fire was caused directly by the explosion of the oil burners in the automatic feeding compartments, it being apparent from the conditions as discovered by the fire department when it arrived that the boilers were intact, though they were later completely destroyed by the ensuing conflagration.

The Teal sailed for the upper river every Monday and Wednesday morning at 5 o'clock, and she was almost ready to cast off her lines when the disaster occurred. H. Knowles, a deckhand, who lives at 103 North Sixth street, this city, had just reached the steamer when Fireman Jack Halsler went below to fire up, preparatory for the trip. The auxiliary feed from the burners was still on, the steam not having been completely shut down, because of the late hour last night when the Teal finished taking on her capacity cargo.

When Halsler turned on the feed cocks to give her a full head of steam, he noticed that some of the cocks had not been set tightly the night before and some oil had dripped into the fire pan, forming a heavy gas, which exploded as soon as the main feed was turned on. The force of the explosion hurled Halsler back against the wall of the fireroom with stunning violence, while a volume of flame shot out and burned him frightfully about

the head, arms, legs and body. He was removed from the fireroom and later sent to the hospital.

Aroused the Crew. As soon as the explosion took place, Knowles, who stood but a few feet away from Halsler, leaped to the deck and, rushing to the crew's quarters, aroused all those on board. He then sounded the steamer's fire alarm, the whole forward part of the steamer being wrapped in flames. Knowles declares he warned Collins of the danger and received a response, and does not understand why the latter did not escape with the others.

All officers and crew, except Captain A. J. Greer, master, were on board and escaped injury, save the dead deckhand and the injured fireman. Captain Greer had left his home at 3 East Sixteenth street and was crossing the Burnside street bridge and heard the explosion and ran all the way to the Oak-street dock, but he could do nothing.

Saved the Deck. It was due to the splendid work of Captain Magenn skipper of the steamer Breakwater, which lay in her berth just ahead of the Teal, that the whole Oak-street dock and considerable portion of the waterfront structures adjoining were not destroyed. It was also at the risk of losing his own vessel that he ordered all hands to stand by the fire hose and for an hour several streams were played on the docks, the Teal and several houseboats which are tied up at that point, all of which were seriously threatened.

The offices of the Open River Transportation company on the docks were completely gutted by the fire, and the stern of the Breakwater was in flames several times. Her after cabin was scorched, stern rail and hull charred and her jack-staff burned off. A part of her electric light plant was put out of business because the fire burned through the insulation of some wires, short-circuiting the system. Captain Magenn had ample opportunity to escape damage, for the Modoc steamed up to her and endeavored to pick up her lines and tow her into mid-stream, but Magenn ordered the Modoc to stand off and he continued fighting the fire until it was extinguished.

Eight companies of the city fire department and the fireboat Williams joined forces in fighting the flames. The fire was out by 6 o'clock, but the steamer is badly damaged and her cargo of 100 tons of merchandise, most of which was consigned to the portage road is a total loss. That the explosion was due to oil drippings which accumulate in the ash-pan, forming gas there to explode when Fireman Halsler lighted the burners for the main engine, is conceded, but no one of the crew takes upon himself the blame for the leakage. It is the duty of the night watchman to extinguish the burners every night, but last night this was not done by Harry C. Tomlinson, the watchman, owing, he says, to the late hour when discharging and receiving the outbound cargo was completed.

Fire-boat Was Slowed. Much unfavorable criticism is heard about the way the fireboat George H. Williams behaved. It is claimed that she was more than 15 minutes crossing the river, and another quarter of an hour elapsed before her firemen had streams of water playing on the burning boat. The berth of the fireboat is at East Oak street, directly across the river from the point where the Teal was lying. It is declared that the fireboat ran so slowly one could barely see her move. Had she arrived as soon as she should, it is argued that the Teal could have been saved and no fatalities would have occurred.

Officers of the J. N. Teal are: Captain, A. Greer; pilot, Wood; Chief engineer, Clarence Kellogg; second engineer, James Comings; Mate, A. C. Greer; purser, Lewis Miller; steward, E. Hunter. The firemen and deckhands are: H. Knowles, Edward Famerlin, Lewis Boyle, East Coyne, Horace Shaver, Jack Collins, John Collins, William Herd, Fred Mitchell; Harry Tomlinson, watchman; Thomas Guille, John Halsler. Messrs. Edwards and Fuller, U. S. inspectors of hulls and boilers, will hold an official investigation tomorrow to ascertain the cause of the explosion on the steamer.

PIANO SCHOOL

—Prof. Boll will accept pupils in class form. Consisting of three pupils to a class. This will apply only to beginners, 1st and 2nd grades. Among the advantages are: 1st. The expense is only one-third that of private lessons.

2nd. The pupils obtain all necessary fingering and explanations as effectually as by private lessons.

3rd. The fact of each pupil having to play in the presence of the two others must necessarily assist in the acquirement of that self possession indispensable to an intelligent performance of a piece.

4th. All the advantage to be gained by hearing the teacher play the pieces that are studied can be obtained equally obtained by the three pupils. For further information apply at Studio, over Taylor's Piano store. May Have Game With Bandon. The Marshfield high school football manager is corresponding with the football enthusiasts in the Bandon schools with the hope of arranging a game. A reply was received yesterday which gives promise of one sometime in December.

THE PRESIDENT'S "REASSURANCE"



NEWS OF NORTH BEND

Doings as Recorded by Times' Regular Correspondent

H. N. Welsh, of Portland, is in the city on business.

C. O. Shaw, of Portland, who has been in the city on business the past week, will return on the Breakwater.

J. R. Robertson, of El Cero, is in the city on business.

Captain Murchinson was in the city Friday calling on friends.

Mr. Virgil Pugh, of Empire, was in North Bend Friday attending to business matters.

The steamer Plant arrived in Port Friday morning at 11:30 with several passengers for North Bend.

Robert Marsden, of Marshfield, was in the city Friday on business.

Captain Murchinson leaves tomorrow for San Francisco to meet his better half and accompany her to their future home at North Bend.

Mrs. Murchinson has not been enjoying good health the past year but it is hoped that Coos Bay climate will soon recuperate her.

Mr. B. Reilly, of San Francisco, is in the city in the interest of H. R. Dinigan & Co., wholesale liquor dealers.

The Coos Bay Furniture Company have just completed a dining room set for parties in San Francisco. The furniture is all made of myrtle and is of mission style. It is valued at two hundred dollars.

The North Bend Chamber of Commerce met Thursday night in their rooms in the Myers building. Nearly all the members were present and many important questions were discussed.

The finance committee made a very favorable report.

The Breakwater arrived in port Friday morning at 7:30 with a full passenger list, and several tons of freight.

The schooner Sausalito is loading lumber from the North Bend Lumber Company's wharf.

Mr. Joan Gray has returned from Coquille and other points in interest of the Davis-Schultz Co.

Mr. George Edwards, of Florence, Oregon, is in the city on business.

The social given by the Catholic Ladies of this city at Taylor's hall was well attended. Progressive whist was played, after which refreshments were served. All report an enjoyable evening. The proceeds will go to the Mercy Hospital.

Vibrassage is an electric machine for the treatment of the hair and massaging of the face. Removes the wrinkles of time and care and gives new life. It is something entirely new on the bay. Try the treatment at Pioneer Barber's Shop. Samsam & Forest, North Bend.

J. P. Burns, of Portland, is in the city attending to business matters.

Gus Adelsperger, of Myrtle Point, is calling on friends in this city.

A small blaze broke out in the engine room of the Coos Bay Manufacturing Company's plant which caused considerable excitement Friday morning. The hose cart and chemical engine was at the scene on very short notice and the fire was extinguished at once without any loss.

Miss Ida Scott of Pittsburg, sister of Mrs. August Hartje has been temporarily suspended from Miss Dana's seminary for girls, where she has been enrolled as a pupil since the present school term.

It was explained at the school today that this action was taken because of the sensational allegations concerning the girl's connection with the divorce proceedings. Miss Scott left the institution on Saturday with a relative from Pittsburg. It was not until the statement was made public that Miss Scott's love letters to her sweetheart in Pittsburg had been sold that the authorities were aware that the Miss Scott referred to in the divorce proceedings was the pupil in the seminary.

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The girl's father was told, it is said, that the reputation of the school was suffering with his daughter's further connection with it, and that she must be taken away for the present.

The third launching of 1907 at the Kruse & Banks ship yard will take place this afternoon, when the tow boat E. P. Ripley will be sent from the way at 4:30. This boat is 120 feet over all and has a 20 foot beam, being 12 feet in depth. This event will close the work of Kruse & Banks at the present site of their industry at the stove mill and hereafter they will operate at the Porter yard. The occasion this afternoon will give an opportunity to strangers who are not familiar with ocean craft to witness a launching, and nobody who delights in such a novelty should fail to be present promptly on time, as there will be no delay. The stove mill is a mile from the main part of Marshfield and can be reached either by boats or by the walk which leads along the shore. The launching can also be viewed from the end of Front street, lately completed within a few rods of the scene.

Present Coach With Ring. The members of the Marshfield high school football team presented their coach, Mr. J. N. Hutchins, with a gold band ring with engraving as follows: "M. H. S." initials for Marshfield High School. The boys feel very sincere in their gratitude towards Mr. Hutchins, who has given his services without thought of price and hope before the season is ended to have a more appreciable and substantial offering.

Advertising Pays. A little want ad in the Times often gets you just what you want. There is no telling who can supply you, and unless you let your wants be known you cannot expect people to understand your needs. One man who had a small ad in the want column yesterday morning had four answers before the day was over. This is good results, but only a short time since, an advertiser received seventeen replies in one day, and two more came in the next day before he could call the advertisement out of the paper.

French Occupy Mogador. Tanquer, Oct. 25.—According to a wireless dispatch received here, Mogador was occupied this afternoon by 300 French marines operating in connection with a force of Ghazi Pasha, in the service of Sultan Abdul Aziz. It is reported that the governor of Mogador is a traitor and that the pasha had orders for his arrest.

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SEATTLE WANTS AID FROM GOVERNMENT

Mayor Moore Asks Aid for Stamping Out Bubonic Plague.

Seattle, Wash., Oct. 25.—Mayor Moore today formally requested Governor Mead to request the surgeon-general of the public health to take charge of the prophylactic measures that may be necessary to stamp out the bubonic plague in Seattle, and Governor Mead immediately wired the department at Washington.

The city council has prepared an ordinance providing for a bounty on rats and the board of health today divided the city into sanitary districts for the purpose of waging war on rats and also for the purpose of cleaning up the city. The Chinese and Japanese colonies through the leaders of each, has volunteered its co-operation with the health officers in the work of extermination.

There has been but one death from the plague in Seattle and there are no cases under suspicion at present. The entire campaign is prophylactic and Dr. E. E. White, of the public health and marine hospital service, stationed here, is already practically in charge of the work. Rat guards are being installed on the hawsers of every vessel in port and the city ordinance for the extermination of rats is being enforced. City, county and state health bodies are working together and citizens of all classes are co-operating with them.

No apprehension is felt here concerning the spread of the plague, and every city on Puget Sound is taking proper measures to prevent its appearance.

SMELTER TRUST IS NEXT VICTIM

If Government Smashes Tobacco Combine It Will Then Tackle Guggenheims.

Washington, Oct. 25.—If the government is successful in its seizure of \$750,000 cigarettes from the tobacco trust at Norfolk, Virginia, under the Sherman anti-trust law, one of its next proceedings will be against the Guggenheim smelter trust, of which the Federal Mining and Smelting company, operating in Washington and Idaho, is a constituent. Charles Sweeney of Spokane, one of the directors of the Federal Mining and Smelting company, is heavily interested in Portland realty.

When the government's action relative to other trusts, if successful against the tobacco corporation, a responsible official in the government department replied: "The government will not be limited with reference to any other trust."

"What about the Standard Oil trust and the smelter trust?" "The government will not be limited with reference to any other trust," the official reiterated.

An investigation has been going on into the smelter trust for many months. The government has a mass of evidence. If it proceeds against the smelter trust and the Federal company it will seize all interstate cars controlled by the Guggenheims in all their constituent companies.

BRIDEGROOM IS UNDER ARREST

Knowingly Marries Another's Wife and Lands in Prison.

Oakland, Oct. 25.—Because he married a woman, although knowing she had a husband, Lloyd Lewis, aged 22 and an attaché of the United States naval training station on Goat Island, was arrested today and locked up in jail on a charge of bigamy. His alleged bigamous wife is Rosie Eldridge, and her lawful husband, Edward Eldridge, has sworn to complaints against both her and Lewis. The police are now looking for the woman.

For the single party to an alleged bigamous marriage to be arrested is unusual, but the law makes such party equally guilty if the marriage is contracted with the knowledge that it is bigamous.

The complaint was issued at the district attorney's office and the warrant served on Lewis today by Detective Harry Green of the local police force. The Eldridges live, or did live until the jolly marine crossed their path, at 1001 Center street, Oakland.

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AN ARGUMENT FOR EDUCATION

Prof. Golden Gives Reason Why Marshfield Should Improve Facilities.

CITY IS BEHIND TIMES

Recommends Separate Building for the High School, and Additional Two Years.

Editor Coos Bay Times: Does Marshfield want, and, is she willing to pay for a regularly organized high school? The question is now up to the people, and it is hoped they will turn out next Thursday night, and at the meeting of the tax-payers called to assemble in the central hall of the school house on that evening express themselves in no equivocal terms.

In 1896, the present school building was first occupied, and the school regularly organized as a graded school. At that time, a two years high school course was put in, and since that time has done good work. There are now about seventy-five graduates, and wherever they have gone, or in whatever work they have engaged, they have maintained a high standing. For several years Marshfield was a leader, educationally, among the towns of the state, but we have made no advance during the intervening years, and today we are far behind the others in this respect. Not a town of any standing in the state, today, indeed, on the entire Pacific slope, can be found that does not have its full four years high school course. The question that must now be answered is this, is Marshfield to remain numbered among the towns that have no standing?

Perhaps no section of the coast today is more in the lime light of inquiry and investigation than is the Coos Bay country. Marshfield is aspiring to be the center of this inquiry. We are erecting city buildings, starting large commercial enterprises, clamoring for a deeper harbor, preparing for a railroad, but we must not forget that the first question asked by those who are inviting to cast their lot among us is, "What are your educational advantages?" Upon the answer to this question more largely than upon any other will depend our future growth and prosperity. Is it to go forth that nowhere in the entire Coos Bay country is there a real high school?

What has given California her splendid growth? Go where you will in that commonwealth, you will find a good high school, housed in a specially constructed building, and taught by the best talent that liberal salaries and ample equipment can provide. The same may be said to a lesser degree about Washington on the north, and unquestionably one of the chief causes of the remarkable growth in Oregon recently has been her more liberal provisions of education. If there is a doubt of this, look at Eugene, at Pendleton, at Medford, at Grants Pass—in short, at all of the prosperous towns of the state.

Marshfield has passed the embryo stage and is developing into a city. She should not be satisfied to be an imitator; she should set the pace, and become a leader, educationally as well as otherwise. She should establish an educational system that would be, not as good as some other town, but one looked up to by other sections as a model.

But, they say, this will cost money. So it will. So do modern business blocks. So do paved streets. So does a deeper harbor. So does anything worth having, but among all these, nothing will redound more to the credit of the city, or add more to her prosperity than will a good high school—a high school in reality, not the teachings of a few higher grade pupils amid primary and grammar grade conditions and under common school rules and regulations.

What should a high school be? It would require pages to answer this question adequately. Briefly, it should be housed in a building specially designed for this purpose and equipped with all necessary library and laboratory facilities. There should be an ample corps of competent instructors, paid salaries liberal enough to attract and hold them. Suitable provisions should be made for athletics, for aside from the effects of physical development, athletics under proper restrictions, is necessary to hold young men in school. The teaching force should be strong enough to afford several parallel courses of instruction. It is folly to attempt to build up a high school in which all are compelled to fall into one narrow course. Talents and needs of various classes render this impossible. There should be a thorough English course, a Latin course, a science course, a commercial course including accounts, stenography, typewriting, commercial arithmetic, etc., and an elective course which would permit the selection of desired subjects from the several courses. The school should also be supplied with a good library and a comfortable room with read-

(Continued on page 4.)