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No. 217.

GALE WRECKS THE BERWICK

Two Masted Schooner Drifts on Siuslaw Spit Near Florence During Storm.

LEFT COOS BAY RECENTLY

Cargo of General Merchandise Saved by Means of Lighters and the Vessel Is Resting Easy.

PORTLAND, March 19.—Caught in the grasp of a 70-mile gale, the two-masted gasoline schooner Berwick, Captain Childs, drifted on the beach at the mouth of the Siuslaw river Friday night. The vessel was bound from this port to Florence with a cargo of general merchandise.

The vessel lies on the north spit and is likely to remain there for some time, owing to the fact that she went on with the flood tide. The cargo was saved by means of lighters, but the task was most difficult, since the waves ran very high, at times leaving the lighters pounding on the sands.

The Berwick left this port several weeks ago, after having discharged a cargo of frozen salmon from Rogue river and had taken on a general cargo for Florence. She went out in command of a young man named Childs, owing to the fact that Captain Bowdich, who recently relieved Captain Jacobsen, fell down and broke one of his legs while boarding the vessel at the cold storage dock. When about three days out the Berwick encountered a terrific gale that wrenched her rudder post and did other serious damage. After drifting about for a week or so Captain Childs finally managed to make Coos Bay for repairs. A second start was made, but luck was no better and again the little craft received the attention of the enraged elements.

The Berwick carries a crew of from six to eight, and occasionally a passenger or two. She is owned by Hume, the Rogue river salmon king.

WRECK NOT SERIOUS.

Coos Bay People Do Not Believe Berwick Has Been Badly Damaged on Siuslaw Spit.

Coos Bay people, when apprised that the Berwick had run on a spit at the mouth of the Siuslaw expressed the opinion that she would not suffer serious damages. They claim that the vessel is so constructed that such accidents do not damage her. In this connection, the story is told that when she makes trips up the Siuslaw river, she does not wait at the bar for the tide but deliberately runs onto it and stands the buffeting of being washed over by the waves.

The cargo this time was small, being only about four tons and most taken at Coos Bay. Three tons of this was feed and the bulk of the other stuff eight casks of liquor.

She is an old vessel, two masted and runs with gasoline power.

RESULT OF FOG.

Pomona Wreck Believed to Have Been Result of Overrunning Log in The Darkness.

Local marine men express the belief that the wreck of the Pomona off Port Ross was due to overrunning her log in the fog. They claim it is likely that when the fog came up it was decided to put in at Port Arena attempted to do so when she struck the hidden reef off Port Ross, many miles below having covered the distance unconsciously during the darkness. It is claimed that Port Ross and locality is not dangerous during northwest winds, the only danger being from a southwesterly storm.

The Pomona is owned by the Pacific Steamship company a subsidiary corporation of the Southern Pacific.

—Fresh spring Lime just received —Phone 2011. Masters & McLain.

ALL QUIET IN HAYTI; MORE WARSHIPS THERE

Port Au Prince Reports State of Tranquillity Since Foreign Naval Vessels Arrive.

(By Associated Press.) PORT AU PRINCE, March 19.—The situation here today continues tranquil. Three more warships, two American and one British, have arrived.

ABE HUMMEL OUT OF JAIL

Notorious New York Lawyer Reduces Year Sentence by Good Behavior.

(By Associated Press.)

NEW YORK, March 19.—Abe Hummel, the lawyer who was sentenced to a year in the penitentiary for conspiracy in the Dodge-Morse divorce case, was released today. He served ten months, good behavior having reduced his sentence.

It is said that Hummel will go to Europe to recuperate, his health having been shattered by prison life.

GOVERNOR GOULD VERY ILL.

Chief Executive of Massachusetts Lies in Critical Condition.

(By Associated Press.)

BOSTON, March 19.—There is no apparent change in the condition of Governor Gould, whose illness reached a critical stage at midnight.

WELL FORTTELLS NEW DISASTER

Wisconsin Well That Foretold Frisco Disaster Resumes Roaring.

(By Associated Press.)

BELOIT, Wis., March 19.—The roaring well on the Charles Lathers farm near here, sounds from which preceded the San Francisco disaster, is again emitting rumbling noises and a strong wind from its cavernous depths.

It is asserted that the well began roaring a few weeks before the San Francisco earthquake, and ceased exactly at the hour of the quake.

SALEM TURNS TICKET DOWN

Marion County Republican Convention Refuses to Endorse Candidates.

SALEM, Ore., March 19.—The Marion county republican convention went on record here as favoring the Republican voters' choice for United States senator, but refused, after a lengthy discussion, to endorse any candidates for the legislature. A motion to put a ticket in the field was voted down—yes 36, noes 122. L. J. Adams, of Silverton, was made permanent chairman. The platform has only a brief reference to state or national politics, and on election of senators says:

"Resolved, That all the candidates for the legislature on the republican ticket subscribe to a statement that they will support for United States senator that candidate elected by the votes of the republican party of the state."

J. W. McKinney, of Turner, moved that a ticket of five candidates for the legislature standing on the above platform be recommended. The protest of republicans of Gates precinct against the convention putting up any ticket was presented. The names of the twenty odd signers were read.

Walter Winslow, a young republican, made an eloquent plea to have the spirit of the primary law observed. He said this convention had endorsed the primary law, and now proposed to stultify themselves by a plain violation of its terms. On a vote being taken, the motion to put out a ticket was overwhelmingly defeated, most of the rural precincts voting solidly against such procedure and demanding compliance with the law.

—Just received fresh San Juan Lime for spring. Masters & McLain.

PLANS FOR NAN SMITH

Chamber of Commerce Friday Night Will Work Out the Final Details.

MANY BOATS ARE SECURED

T. J. Lewis Makes Announcement Concerning Arrangements For Water Parade.

The meeting of the Chamber of Commerce tomorrow night will be devoted almost exclusively to the completion of preparations for the reception of the Nan Smith here next Monday. A keen interest is being taken in what is to be a historic event in Coos Bay navigation, nearly all of the leading citizens arranging to participate. The day having been declared a legal holiday by Mayor Straw, many will be able to attend who otherwise would not have been able to do so. Mayor L. J. Simpson of North Bend is contemplating similar action.

Owners of boats, launches and vessels are also co-operating. T. J. Lewis the master of ceremonies, is working out the details of the water parade and expects to have practically every craft in these waters in line.

The Chamber of Commerce is selling tickets on special chartered vessels so that those who do not own crafts will be able to participate. Special prizes will probably be awarded for the best decorated boats and also for the best photograph taken of the parade.

Boats Are Secured.

It has been reported to Sec. Walter Lyon and T. J. Lewis that the Dixie, Josie, Beaver and Mabel H. will be among the private crafts carrying parties.

Sec. Lyon has chartered the following vessels to carry citizens who do not have their own boats:

Telephone, Teddy, Merrimac, Ranger, Pilot, Garland, Express, Ione, Escort, Alert, Messenger and Eagle.

Lewis is Busy.

T. J. Lewis is a busy man now and will be until after the meeting of the Chamber of Commerce tomorrow night chartering boats for the Nan Smith excursion. Practically every boatman is expressing assurance that his boat will go in the procession and the Chamber of Commerce to make sure is offering through Mr. Lewis as large a guarantee for each boat as that body can afford. In order that none may be left out, and that arrangements may be completed it is requested that all boatmen and those interested in the affair be present at 7:30 at the Chamber of Commerce tomorrow evening.

The boats will be connected together by hawsers, and each boat is expected to be provided with as much as 30 feet of rope.

Money is Cheaper.

(By Associated Press.) LONDON, March 19.—The rate of discount of the Bank of England was reduced to three per cent today.

SUFFRAGISTS INJURE MANY

Demonstration at Berlin Results in Scores Being Injured.

(By Associated Press.)

BERLIN, March 19.—Nine policemen were injured and it is estimated that fifty manifestants were wounded in a suffragist demonstration here yesterday. Nearly fifty arrests were made.

SMALL ACRE TRACTS.

Choice one-acre tracts, beautiful location; choice of fine garden or level bench, suitable for gardening, fruit, berries, or chicken raising. Pleasant sites for suburban homes; \$175 and upwards, easy terms. I. S. KAUFMAN & CO., Across from Chamber of Commerce.

PREPARE TO BUILD ROAD

Announcement Made at Drain That Coos Bay Road Will Be Built This Year.

FROM DRAIN TO COOS BAY

Representative of Chief Engineer Hood Arranges for Supplies For Grading Camps.

A railroad man from San Francisco, representing Chief Engineer Hood of the Southern Pacific, was in Drain this week and bought every ton of hay for sale between Drain and Scottsburg. He also renewed the leases for all of the old camping grounds along the route of the new road to Coos Bay. This looks like they are getting ready to "go some."

Drain Enterprise.

The above intelligence will be gratifying to all of the residents of western Oregon, and Coos Bay people in particular. It is simply tangible evidence of the various rumors that have been afloat to the effect that the railway could be built into Coos Bay this year.

The Drain-Coos Bay line is a great deal more than a "hot air" line even now, as more than ten miles of it have been graded and the structural steel for the bridges has all been purchased and much of it shipped to Drain. The survey of the road follows the creek running from Drain into the Umpqua river, and thence down the latter stream to the sea, and then proceeds down the coast to Coos Bay. The exact mileage is not known, but is presumed to be about the same as the stage road—sixty-eight miles.

Northwestern Coming.

In addition to the Southern Pacific entering Coos Bay soon, it is likely that Coos Bay will also be made the Pacific terminus of the Northwestern, which is pushing toward the coast as rapidly as possible. Its western extension has now reached Lander, Wyoming, and is headed directly this way. According to gossip, it is stated that the mileage to Coos Bay is much less than to either Portland or Seattle, and that the lower cost of terminals here would make it much cheaper for the road to secure water connections here than at either of the other two ports. The Northwestern, if it builds into Coos Bay, will, it is understood, install its own line of steamers, thus giving it entrance to San Francisco, Portland and Seattle, and other coast cities.

The Northwestern will probably come by way of Roseburg, that being the other line of the second of the two natural passes through the mountains, the first one via the Umpqua being taken by the Southern Pacific.

Railroad construction will not be hampered, it is stated, by the after effects of the recent financial flurry. One reason for this is that material is now much cheaper than a year ago, and labor is more plentiful at a less expense.

UNEMPLOYED HURT IN RIOT

Men Anxious to Secure Positions in Cleveland Injured in Fierce Riot.

(By Associated Press.)

CLEVELAND, March 19.—Anxiety to get close to the gate of the American Steel and Wire Company, which is about to increase its working force, caused a riot among fifty unemployed, and resulted in the fatal injury of one man and serious injury to a number of others. The men used rocks and clubs, and one man, armed with a revolver, shot a man who is alleged to have struck him with a rock. The police clubbed the men severely.

PHONE 111 for messenger boy to carry parcels and run errands.

FLOOD DANGER AT PITTSBURG

Thousands Held as Prisoners in Their Homes as Result of Sudden High Water.

(By Associated Press.)

PITTSBURG, March 19.—With surprising suddenness another flood is expected in Pittsburg and vicinity. The water reached the danger mark of 22 feet this morning and is rising rapidly. The weather bureau says it may reach 33 feet tomorrow, 3½ feet less than the great flood of March of last year. All the small streams are on the rampage. Streets and cellars in the suburbs are flooded and thousands of women and children are prisoners in their homes.

A sand dredge of the Pittsburg Glass Company broke from its moorings at Tarantum and was swept in the flood down the Allegheny river over the government dam at Springdale. The fate of the five men on board is not known.

CONTEST FOR 18 DELEGATES

Rivalry Over Personnel of South Precinct Delegates Develops in Caucus.

Considerable rivalry unexpectedly broke out in the south precinct caucus at the Dow warehouse in Marshfield today, when eighteen delegates to the republican convention at Coquille next Tuesday were chosen.

While there were two or three tickets out, the names of several appeared on all of the tickets. Only forty-five votes were cast, the caucus being from 10 to 12 o'clock. C. L. Penneck was chairman, George Farrin secretary and C. S. Bonebrake teller. The delegates selected are as follows:

C. A. Johnson, George Farrin, F. A. Sacchi, J. M. Blake, E. A. Anderson, W. B. Curtis, Fred Gettins, W. R. Haines, I. S. Smith, Thomas Nicols, J. W. Ingram, John Backman, F. S. Dow, W. U. Douglas, C. L. Penneck, John Merchant, L. W. Shaw and J. B. Hibbard.

The Two Tickets.

The two principal tickets, neither one being designated, and the votes were as follows:

C. A. Johnson, 29; John Pruess, 18; F. A. Sacchi, 42; J. M. Blake, 21; E. A. Anderson, 36; W. B. Curtis, 19; Fred Gettins, 41; W. R. Haines, 26; I. S. Smith, 40; Thomas Nicols, 41; J. W. Ingram, 42; John Backman, 26; F. S. Dow, 25; W. U. Douglas, 25; C. L. Penneck, 41; John Merchant, 27; L. W. Shaw, 26; J. B. Hibbard, 21.

Thomas Nicols, 41; A. B. Campbell, 17; J. W. Bennett, 16; F. A. Sandberg, 15; G. N. Farrin, 19; Alex. Johnson, 15; I. S. Smith, 40; Levi Smith, 12; C. L. Penneck, 41; J. W. Ingram, 42; Herman Finell, 16; F. A. Sacchi, 42; L. W. Masters, 15; Hugh Sneddon, 17; S. B. Cathcart, 16; E. A. Anderson, 36; F. H. Gettins, 41; L. W. Traver, 16.

North Precinct Results.

Only eleven votes were cast in the north precinct at the city hall, where E. Mings was chairman and L. A. Liljeqvist secretary. The only delegates voted on were on one ticket, and were:

T. M. Dimmick, W. J. Butler, C. W. Tower, E. O. Hall, F. P. Norton, E. L. C. Farrin, E. Mings, J. R. Lightner and L. A. Liljeqvist.

PRESENCE OF MIND PREVENTS BAD FIRE

Unusual Gas Pressure Almost Causes Conflagration Near Pittsburg—Two Chinese May Be Burned.

(By Associated Press.)

PITTSBURG, March 19.—Unusual pressure of gas at Benovan, a suburb, nearly caused a conflagration which was prevented by the presence of mind of a man who ran through the streets warning the residents. The stoves in many homes got to a white heat and nearly burned the walls. A Chinese laundry was burned and two Chinese are missing.

ROESSLER TO LEAVE COAST

U. S. Engineer to Be Transferred From Northern Pacific Territory.

GOOD FRIEND OF COOS BAY

Made Recommendations for Extensive Improvements Here and at the Mouth of the Columbia.

According to a rumor in navigation circles, Col. S. W. Roessler, of Portland, engineer officer in charge of the government work on the Columbia River and Coos Bay to improve the harbors, will be transferred from Portland shortly. General regret is expressed on Coos Bay and in navigation circles at the proposed change, as Col. Roessler has been considered one of the most efficient men who has ever been connected with the work.

In addition to this, he has been a good friend of Coos Bay, and made the recent recommendations to the government for extensive improvements to cost several hundred thousand dollars, here.

It is possible that Col. W. C. Langfitt, Col. Roessler's predecessor, may be returned to succeed him. Col. Langfitt is also well known in Coos Bay. There is a rumor, though, that Capt. Paulemis, now an assistant in the office, may be promoted to the position. Concerning the change, the Portland Oregonian says:

Story of Change.

"Colonel S. W. Roessler, U. S. engineer officer in charge of the works at the mouth of the Columbia river, Coos Bay, different points on the coast of both Oregon and Washington, and all inland waters tributary to the Columbia river, has been ordered to report for duty at some eastern station, according to reports received in Portland from private sources. Col. Roessler will leave Portland before April 15. His successor will probably be Col. W. C. Langfitt, who was formerly in charge of this station."

"When called upon yesterday afternoon and questioned as to his intended departure from Portland, Col. Roessler said that he had received no orders to proceed to any other station, and knew nothing, officially, of an intended change of officers for the district of the Columbia. It is known, however, that Col. Roessler has given up his residence in Portland, and that he is in line for retirement within a short time."

"Colonel Roessler has been in charge of the work in the district of the Columbia for the past three years, and during that time has been instrumental in rushing to completion a number of projected works in the Pacific northwest. It was thru the recommendations of Colonel Roessler that the work on the Columbia river jetty will be carried on through the coming spring and summer without an appropriation on hand. Col. Roessler inserted a clause in the last contract for rock, to the effect that in case the appropriation for the Columbia river was incorporated in the sundry civil bill, the delivery of material was to continue and the contractors wait for their money."

"Colonel Roessler has been one of the staunchest advocates of appropriations for the Columbia river jetty, and for all work which would aid navigators. He is a practical man, and has always been alive to the needs of the section over which he has command. Colonel Roessler will leave a host of friends in Portland and every section of the northwest."

"Colonel Roessler says the sundry service bill carries with it a provision for \$1,700,000 for jetty work at the mouth of the Columbia river and at Coos Bay. The bill has not yet passed congress, but it is the opinion of Colonel Roessler that it will go through without a hitch."

Bound For Bandon. A quartet of Coos Bay business promoters, Jack Flanagan, "Bill" Kennedy, Frank Lambertson and Bert Dimmick left this morning for Bandon to exchange points with the wide-awake residents of the "busy city by the sea."

Concert by Bandon Concert Band at Masonic opera house Saturday evening, March 21.