

WHEN BUSINESS IS SLOW, ADVERTISE. THAT IT PAYS IS EVIDENCED BY SUCCESSFUL BUSINESS HOUSES EVERYWHERE

GET IT WHILE IT IS NEW BY READING THE COOS BAY TIMES. ALL THE NEWS ALL THE TIME TERSELY TOLD

THIRTY LOST WITH STEAMER CZARINA

LAST SIX OF MEN LOST IN BREAKERS THIS FORENOON

Some Drop From Mast and Others Jump In Futile Effort to Reach Shore.

ENGINEER KENTZELL IS ONLY SURVIVOR

First Assistant Cast Up On Beach Unconscious—Story of Tragedy.

LIST OF DEAD.

- HAROLD MILLIS, son of C. J. Millis, general manager of local Southern Pacific corporation operating Czarina. He was en route back to the University of California after spending a short vacation with his parents here. C. J. DUGGAN, captain. JAS. HUGHES, 1st officer. J. McNICHOLAS, 2nd officer. H. TILSNER, 3rd officer. B. F. HEDGEE, purser. WM. G. BODE, weigher. HENRY YOUNG, chief engineer. J. H. ROBINSON, second assistant engineer. C. THOMPSON, officer. M. QUIROGA, cook. GEORGE DESSTO, steward. JOE TILES, messman. The coal passers were: F. SOUSA, A. DALLADERS, J. SWERIO. The firemen were: C. SILVA, M. SILVA, J. MARTINEZ, F. BILBOA, A. CRUENTA, E. OSTERS. The seamen were: J. ANDERSON, A. ROKKA, C. BASTROM, A. AHLSTODT, C. CARRAN, M. OLSON, A. HAGNER, S. A. ELLEFSON.

SOLE SURVIVOR.

H. H. KENTZELL, first assistant engineer.

Thirty lives lost, only one man saved and the Czarina, the Southern Pacific Company's big steel steamship slowly pounding to pieces in the breakers of the North Spit is the toll of the worst disaster in the history of Coos Bay shipping and one of the worst in recent years on the Pacific coast. Driven onto the North Spit yesterday afternoon, all hope of saving the vessel was given up a few hours afterwards but the hope to save many of the crew was entertained until about 10 o'clock this morning when the last man aboard the doomed vessel dropped off into the sea.

Words cannot depict the disaster—too appalling, too heart-rending and too awful to be truly described. Of the tragedy, awful as a whole, the finale was the worst.

When daylight brought the wrecked vessel into view this morning, six men were clinging to the last remaining mast. They were Capt. Duggan, Harold Millis, First Mate Hughes, Purser Hedges and a couple of seamen who were not known. Shortly before 10 o'clock, one of the six was seen to drop from the rigging into the sea or to the deck to be instantly picked up by the merciless breakers and tossed to death. Just what caused him to fall or drop is not known but a few minutes

FULL CARGO ON CZARINA

Wrecked Vessel Was Carrying Coal, Lumber and Cement From Coos Bay.

The Czarina had a full cargo outgoing, most of which belonged to the Southern Pacific Company or rather subsidiary corporations of that company. In the cargo was 700 tons of Beaver Hill coal, 140 tons of cement which the Southern Pacific has been moving from the Drain-Coos Bay line and about 100 tons of lumber, estimated at 95,000 feet, from the C. A. Smith mill for the Dollar Lumber Company at San Francisco. She also had some miscellaneous freight aboard.

Built In England.

The Czarina was a steel boat and was built in Sunderland, England, in 1883. She had a gross tonnage of 1,045 and a net register of 793 tons. She was 216 feet long, 30.8 feet in breadth and had a depth of 14.1 feet. When new, it is estimated that she cost upwards of \$150,000.

For many years she has plied in and out of Coos Bay, especially during the coal carrying season. At other seasons, she plied out of San Francisco in the oil trade. She was brought to the Pacific coast by Spreckels brothers.

Later, three of the others were seen to undress in the rigging and jump into the sea. In the seething waters, they were soon lost to view and to life.

Soon afterwards the last remaining man in the rigging fell and another tragedy of the sea was ended.

Evidently the last survivors had become numbed by the cold and exposure and the awful suspense. Without their clothes in which the sands of the surf would accumulate and drag them down, the three evidently thought their only chance was to immediately risk themselves to the waves while they were still conscious. It was a forlorn hope.

Vessel Comes In.

About 6 o'clock last evening, Operator Shirley at the local wireless station picked up the Pacific Coast Steamship Company's steamship Queen just off the coast and told them of the Czarina's plight. Immediately Capt. H. C. Thomas of the Queen answered that he would come in as close as possible and endeavor to help. The Queen is a big passenger boat plying between Seattle and San Francisco. He worked in pretty close to shore but owing to the terrific storm that was raging did not dare to get anywhere near the Czarina. Finally, late last night, he gave up hope and proceeded to sea again.

During the night, Operator Shirley got in touch with the Nann Smith and Capt. Olson immediately began exerting every effort to reach the scene and got off the bar about 4 o'clock this morning. However, there was no chance for them to be of service.

Patrolled Beach.

Last night, scores patrolled the beach in hopes that some of the men carried off the Czarina would be washed ashore and could be revived. Great bonfires were built and all night long, careful vigil was kept.

Members of the life saving crew after they found it would be impossible to do anything with their boats attached lines to their bodies and waded out as far as possible in the water in hopes of picking up some of

(Continued on page 2.)

CAPT. MAGEE TELLS STORY OF VESSEL'S BATTLE WITH WAVES

Bar Was Roughest Ever Known In Many Years' Experience.

60 BREAKERS SWEEP DECKS IN SHORT TIME

Fires Went Out Early and Vessel Was At Mercy of Sea.

Weary and heartsick with a day and night's vigil of the terrible tragedy it was after two o'clock when Capt. Magee of the tug Astoria sought rest. A few hours later, a Times reporter called him on the telephone to get some late authentic news of the wreck. In brief and broken sentences the captain told the technical story of the wreck. The bar, the captain said, was as rough as he has ever known it in all the years of his experience. He was surprised when the Redondo started to cross out. Later, when the Czarina came into the lower bay, he says he did not dream that Capt. Duggan, who has had many years experience in these waters would attempt to cross out. When he saw him start for the bar he thought he was merely reconnoitering but when he put boldy out into the breakers, Capt. Magee fairly held his breath. The first colossal wave that struck the vessel carried away the bridge and life boats, but the captain was now in the midst of the breakers and could not turn back. His only hope was in getting out to sea but the giant breakers beat him back. It was suicidal to go out in such a sea and all Captain Magee could do was to stand by and watch.

Capt. Magee's Story.

Capt. Magee of the tug Astoria, was an eye witness of the Czarina's awful battle with the waves from the time she started to cross out until she settled on the North Spit and the waters rolled over her. Yesterday morning the bar was fairly smooth and the M. F. Plant crossed in without difficulty, but later the breakers rolled high and fast until by 10 o'clock when the Redondo crossed out the bar was very rough and Capt. Magee says it was only by a miracle that she got across safely. When the Czarina came down about noon the bar was breaking badly and Capt. Magee states that he could not believe it possible that the Captain would make an attempt to cross out. "When she started out," says Capt. Magee, "I watched her constantly and carefully. She got on the bar at 1:30 when a tremendous breaker struck her and rolled over, tearing away her bridge and carrying off the life-boats. The captain tried to keep her course straight out, but finding impossible to make any headway he started to cross out on the South Spit. It was just 5 minutes to two when she struck and sounded her distress whistle. From the time she got on the bar until her distress signal sounded was just 25 minutes and in that time I counted exactly 61 breakers had rolled over her. Immediately after she struck so much water had gone down that it put her fires out. By this time the tide was running strong and she worked gradually over to the North Spit where she finally struck and settled leaving only her rigging above the rolling breakers."

REMOVAL SALE

Mrs. J. H. Somers, corner Front and Central streets.

BARLEY \$33 CASH at HAINES

EASTSIDE IS A WINNER.

HEART-RENDING TO WITNESS

H. J. McKeown Tells of Helplessness of Those Watching Czarina's Destruction

"It was the most appalling and heart-rending sight that I ever witnessed and I never want to see anything like it again," said H. J. McKeown, who reached the scene of the wreck on the first boat from Marshfield yesterday afternoon. Hundreds made the trip from here, nearly every available craft taking crowds down, many hurrying to the scene in hope that they might be of some assistance.

"It was nearly 4 o'clock when we reached the government works and we could see the Czarina and those aboard her plainly," continued Mr. McKeown. "She was apparently a quarter of a mile from us. On the masts and in the rigging, you could see the poor fellows clinging on and the idea that we had to stand by powerless to help them in any way and being compelled to merely watch them as the breakers swept them off or carried away ropes or masts to which they were holding was almost paralyzing.

"When we first reached there, the vessel was riding free and would toss up and down on the breakers. Soon she struck and then all took to the rigging. At first, only part of those on board were in the rigging, evidently the fireman and engineers and others remaining in the hold and exerting every possible effort to get her out to sea again.

"It was the first shipwreck I ever saw and I had only a slight idea of the fury of the sea and the size of the breakers and waves. Yesterday's experience surpassed anything I ever heard. The billows came in as inevitable mountains of water, sweeping over masts and all, and for moments hiding everything from view. When the breakers passed, you could again see the men clinging to the ropes for dear life.

"Soon, one big breaker struck her and one of the masts on which five men were clinging broke. Soon another heavy sea struck her and another man gave way with half a dozen men.

"This same sea tore loose the bottom what appeared to be a rope ladder from the mainmast to the deck. Clinging to the ladder were four men. Three or four times, breakers struck them and swung them far over the edge of the vessel like a pendulum. Finally it gave way with its load of humanity and we saw them no more.

"One of the most painful sights was when one poor fellow had succeeded in getting away from the wreck and apparently was making good headway towards shore. He was climbing the breakers in good shape, evidently riding on some of the lumber that had been swept off. He got in pretty well and waved one hand to us and a minute later he went down and appeared no more. Everyone thought he would succeed in getting to where the life savers, who were quite away out with lines from their bodies to the shore could reach. Evidently, he thought he would make it all right at the time he waved to us.

"Soon after the vessel struck, the cargo began to wash away rapidly. The big seas apparently reaching down and picking up off the deck and sweeping towards the beach but tearing the piles of it quickly to pieces.

"It was an awful sight."

KENTZELL SAYS THAT STORM ALONE CAUSED THE DISASTER

ALMOST LEFT ON CZARINA

Miss Mable Clare Millis and W. F. Miller Narrowly Missed Disaster.

Had it not been for the dread of possible sea-sickness and that business interfered, two more Marshfield people would have been aboard the Czarina on her fatal trip yesterday. They were Miss Mable Clare Millis, daughter of C. J. Millis, and W. F. Miller, agent of the Czarina and Breakwater here.

Miss Millis had been planning a trip to California and her brother, Harold wanted her to go with him yesterday and visit at Berkeley for awhile. She had about made up her mind to do so and would have had no dread of possible seasickness caused her to change her mind just the day before.

Mr. Miller had also planned to leave on her to attend to some business in San Francisco. However, the compiling of some of the annual reports was delayed and could not be completed in time for him to leave on her.

While the Czarina was not a passenger boat, she could accommodate a few people and every once in a while, officers of the company would make a trip on her although the public was prohibited from riding on the vessel.

DUGGAN RAN IN HERE SIX YEARS

Captain of Czarina Was One of Leading Masters On Pacific Coast.

Capt. C. J. Duggan, familiarly known here as "Connie," who lost his vessel and life in the North Spit disaster, was one of the best-known and one of the ablest masters on the coast. He had been running into Coos Bay for about six years on the Czarina and had a host of friends here. Prior to being put on the Coos Bay run, he was with the North Pacific Company and was master of some of the largest vessels on the North Pacific waters. He was married and has a wife and family residing on Douglas street, San Francisco. Many other members of the crew were pretty well known here and all of them, with one exception, are said to be married men.

REPORT IS DENIED.

Portuguese Officials Say There Is Plot Against King. (By Associated Press.)

LISBON, Jan. 12.—The government denied that any conspiracy against the life of King Manuel was discovered, as reported by the police yesterday.

THE WHEAT MARKET.

(By Associated Press.) CHICAGO, Jan. 12.—Wheat closed as follows: January, \$1.13 1/2; May, \$1.13 3-8; July, \$1.03 1/4; September, 98 3-8c.

TACOMA, Jan. 12.—Wheat unchanged.

PORTLAND, Ore., Jan. 12.—Wheat unchanged.

Only Survivor of Czarina Declares Vessel Wasn't Powerful Enough For It.

MACHINERY DID NOT FAIL THEM AT ALL

Could not Force Way Out to Sea Against Terrific Breakers.

That the storm was simply too terrific for the Czarina to weather it and that she was at the mercy of the seas from the moment the first big breaker struck her on the bar is the version of the disaster given by First Assistant Engineer Kentzell, the only survivor of the wreck.

Mr. Kentzell was brought to Mercy hospital about noon today and is still weak from the awful ordeal. While there is no question of his recovery, his physicians insist that he be not disturbed for another twenty-four hours.

"He told me that the sea was simply too terrific for the Czarina," said Dr. Bartle who attended him. "From the time the first sea struck them and the rapid succession of breakers that followed, the vessel was simply tossed about like a chip.

"He thinks that they struck on the South Spit but is not certain of it. Then they were thrown over to the North Spit. All the time, all the machinery was working perfectly and did so until the last.

"Capt. Duggan decided their only hope was to anchor outside the last breaker but after anchor was cast, it failed to hold and they were slowly swung into the breakers again.

"Then Capt. Duggan sent word to the men in the engine room to take to the rigging. The anchor chain was cut—it didn't break as some reported—in order that the vessel might drift up as far on the beach as possible and give those aboard a possible chance to escape.

"Kentzell was swept off when the port stays on the main mast gave way, four others going over with him."

Millis Waved Coat.

Dr. Bartle says that he could plainly see the last survivors on the mast this morning and says that just before the last two disappeared, one waved his coat. He says this was Harold Millis.

"The reason the ones who jumped off did so was simply because that was their last hope. The mast was loosening, the sea was again growing rougher and the tide was flooding. The mast was liable to go at any time and the increasing fury of the sea, after the slight respite during the night, made it certain that no one could reach them for hours. With the tide flooding, there was a mere possibility of their being washed ashore and they accepted this as the last chance and lost."

Dr. Bartle is confident that instead of First Mate Hughes being one of the last survivors, it was Second Officer McNicholas. He knew McNicholas quite well and could distinguish him through the glasses.

Kentzell thinks that there were only twenty-four or twenty-six men in the crew instead of thirty as is shown by the payroll. However, he was not familiar with the crew outside of the ones in the engine room.

Long Unconscious.

H. H. Kentzell, the first assistant engineer, was washed in to the beach shortly after 7 o'clock last evening and was picked up by the life savers. He was unconscious when found and for three hours, they worked

(Continued on page 3.)