

COOS BAY TIMES

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OFFICIAL PAPER OF COOS COUNTY.

OFFICIAL PAPER OF THE CITY OF MARSHFIELD.

THE CZARINA TRAGEDY.

DUMB AND DAZED by the dreadful disaster at her gateway, Coos Bay stands grief-stricken before the world today.

The loss of the Czarina and the score and a half of human lives hurried to eternity marks the greatest tragedy in the history of this community.

Always appalling in their immensity and mystery, the tragedies of the sea acquire an intensified significance when they touch the current of our daily lives and seem a part of our immediate existence. Vainly groping after infinite meanings we cry: "Why should such a terrible event as this be necessary? Why should old ocean's toll of human life be exacted so summarily?" The old, old question which will never be answered until the veil of our mortal vision be rent by immortality, and we see, not as now, darkly, but face to face.

In the presence of such a sorrow that carries its message of grief to many homes and many cities how cold and impotent are words. None but those who have sat in the shadow of such a terrible tragedy can justly weigh its immensity and woe.

The weakness and helplessness of man's puny efforts before the fearful forces of nature in action uncontrolled were never more vividly portrayed than in this tragic event. To the scores assembled on the beach, the scene was one of heart wringing torture. There in the gathering grey twilight of a January evening within easy reach but unable to render any assistance, they watched silent and helpless as the members of the crew one after another went down to death in the angry waves that sang their sad dirge of victory over each passing life. Those who have gone down into the valley of the shadow and stood for months by the side of a loved one, as hope after hope drops away as the petals of a flower, know the anguish of that awful moment but there is a preparedness that lessens the grief of final parting. Here, however, with the sudden shock of the lightning's flash, strong men in the virility of lusty manhood were carried into eternity within sight of scores of anxious but helpless watchers unable to do aught to save.

One strong and sturdy seaman

struggled against the beating breakers until he was within one hundred feet of Victor Wickman, one of the life saving crew, who had heroically gone out at the end of a line as far as the waves would let him. Scores watched hoping and praying that he might be saved but when within thirty yards of the life saver he sank to rise no more. Another perched on a piece of floating wreckage drifted shoreward waving his arms in token of his courage and hope, but suddenly a mighty wave swept him to eternity and his sign of hope became a fluttering farewell to those on shore.

The final act in this terrible sea tragedy was most awful and awesome. Six men including Capt. Dugan and Harold Mills, who had clung all night long to the single remaining mast, dropped off to their death in sight of the watchers on the shore. First two fell exhausted and then three of their companions, with hope of assistance abandoned, evidently took their last chance and stripping their clothes leaped into the sea. That they were nearly exhausted and adopted this as their only chance was evident from the fact that a little later the last surviving member dropped helpless and exhausted into the breakers that rolled over the wrecked vessel. It is evident that chilled and weakened by their all night vigil they could not live long in the chilly and angry waters.

Poet nor artist has ever been able to portray death in colors of brightness and beauty. Bryant, in the "Hymn of Death," could not make the subject beautiful. No bronze or marble shaft, no splendor of ancient or modern tombs and no play of immortal genius can adorn the memory of such an event in a way to rob it of its bitterness and horror. Time only can bring its resignation.

The death of Harold Mills, son of Mr. and Mrs. C. J. Mills, brings the tragedy close to the homes and hearts of the people of Coos Bay. While the feeling of sympathy wells up in all hearts for all who may be bereaved by this terrible affair to the heart-broken father and mother, grieved by the loss of an only son, the hearts of all on Coos Bay go out today. When they have drained the cup may the peace that passeth all understanding come to them from One who cares for the sparrow as it falls.

PURDY STILL ACTIVE.

Says He Will Resume Work on Oakland Line in Spring.

W. W. Purdy of the Oakland Tidewater Railway says that his project is far from dead and that just as soon as the weather will permit, active operations will be resumed. One of the officials of the line died several weeks ago and this delayed him, the organization having to be changed somewhat.

Mr. Purdy says that his only connection with the Pacific City project is that he has been engaged to survey the proposed harbor and make an estimate of what it will cost to cut the channel from the sea to Lake Flores.

The BEST patent FLOUR \$1.70 at HAINES.

"DON RAMIRO"

Perfection of Clear Hawaiian goods.

THIRTY LOST WITH CZARINA

(Continued from page 1.)

the men, if fate decreed they be tossed ashore, before the ebb tide would carry them out. Wreckage was coming in constantly and every piece was closely scanned but the effort was without reward.

Bandon Crew Comes.

Yesterday afternoon, the Bandon life saving crew was sent for and immediately started overland for Coos Bay. The Bandon bar was too rough for any vessel to get out there and the overland trip was the only way for the life savers to reach here.

The object in getting the Bandon life savers was to furnish assistance in the struggle to get aid to the men aboard the Czarina in case they were able to remain there until late today. The members of the local crew under the strain were tiring and it was thought the Bandon men would be of valuable aid in the later hours of the battle with the sea.

Sent For Aid.

Last evening, Capt. Boies of the life saving station, wired San Francisco to have the Revenue cutter Manning sent here as quickly as possible. The Manning is a very speedy craft and will probably reach here late today if she got out of San Francisco soon as was expected. Capt. Boies thought there might be a possibility of some of the men remaining on the Czarina for hours and knowing that as long as the storm continued there was no chance of reaching her from shore, though the Manning might work in close enough to take some of the men off.

Men Dropped Off.

According to some who were watching the disaster from shore, just before dusk, some of the men apparently overcome by exhaustion dropped from the rigging to the deck or into the sea. Those in the lower rigging were fearfully buffeted by the breakers and the strain of hanging on, coupled with the chill of the water must have been terrific.

Storm Still Prevails.

Even until the last man had been claimed from the ill-fated Czarina, the storm prevailed and compelled the life-savers and others on the beach to be helpless witnesses of the disaster. With terrific seas pounding the vessel and churning the water into a seething foam, no life boat could possibly remain afloat.

From the moment the Czarina signalled distress when the terrific sea hit her as she went on the South Spit until the last, the life savers and scores of others kept watch, ready the moment the sea might relent to rush to the survivors aid. For a time late last night, it was thought the sea was calming so that a life boat might get out soon, but this morning it was still too rough and choppy. During the forenoon, it quieted considerably, the storm swinging to another direction.

Cause Unknown.

Unless First Assistant Engineer Kentzell, the only one saved, is able to shed some light on it, the details of the causes of the disaster will never be known.

When the Czarina got on the spit yesterday, she blew the distress signal after great many heavy seas hit her and swept away the bridge. It was too late to turn back as to turn would have undoubtedly meant the Czarina "turning turtle." When they reached the end of the jetty, she apparently stopped for a moment as though something was disabled. Soon, she was swung inward by the rapid succession of seas that hit her and was carried into the breakers. Even then, she succeeded in working out to the last row of breakers where apparently she anchored. The tide was ebbing but the storm was beating in so furiously that the ebb was of no advantage. Gradually, she was swung around broadside and then she was picked up by each succeeding sea and tossed back into the breakers where she soon struck fast and the last last chance was gone.

This version is partly surmises of those who witnessed the disaster. Stories of it differ but the above is more generally accepted than the others.

Agent W. F. Miller said that he could say but little concerning the disaster or its cause as he or no one else knew. However, judging from the reports he received, he said he believed that the first sea shifted her cargo and disabled her steering gear.

That the engines were not entirely

YOU WILL HAVE TO HURRY

SIZES ON SHOES ARE NOW BEING BROKEN.

1-3 OFF ON ALL CLOTHING INCLUDING THE FAMOUS ALFRED BENJAMIN SUITS AND RAIN COATS AS LONG AS THE SALE ON SHOES CONTINUES. ALL HATS (STETSON'S) AND ALL FURNISHINGS AT CUT PRICES.

Hub Clothing & Shoe Co

MARSHFIELD MONEY TALKS CASH ONLY COQUILLE

IS SCENE OF OTHER WRECKS

Steamer Arago and Wetmore Lost Where Czarina Is On North Spit.

The Czarina is lying almost in the identical spot that marked two other disasters of years ago, the wrecking of the coal carrier, Wetmore, bound south from Seattle and the Arago, bound from Coos Bay to San Francisco. The Arago wreck was the last of the two occurring in October 1896 and sixteen lives were lost. She was caught in the storm going out and struck on the end of the jetty and was swept on the North Spit.

Several years previous to the Arago wreck, the Wetmore got caught in a storm and driven on shore. A big whale-back of about 3,000 tons she carried a full cargo of coal. Just the date of her loss and the number of lives lost is not recalled by many. Had she veered a point or two, she would have probably have been driven safe in over the Coos Bay bar.

MILLIS' TRUNK WASHED ASHORE

Memoir of Only Coos Bay Victim of Disaster Cast Up By the Sea.

This forenoon the trunk of Harold Mills, was tossed up on the beach and was brought to Marshfield by Dr. J. T. McCormac on the Dixie shortly afternoon.

The loss of Mr. Mills' son is an awful blow to the many friends of the family on the Bay. He was about twenty-six years old and was just completing the engineering course at the University of California. He came here a week ago last Friday to spend the latter part of his holiday vacation with his parents. He was hastening back to Berkeley to direct a concert which the University of California band of which he was the leader, was to give there Friday night.

He was quite well-known here through holiday vacations spent with his parents here. He and his sister, Miss Mable Clare Mills, are the only children.

Mr. Mills hastened to the scene early yesterday afternoon and remained there until the last one disappeared from the mast this forenoon. Until then, he had hopes of at least his only son being saved. He believes that the last one to be gathered in by the seas was his son.

disabled was shown by the fact that the Czarina worked out some after being carried into the breakers the first time.

Nann Smith In.

The Nann Smith crossed in shortly before 12 o'clock today. Soon after arriving off the bar, Captain Olson ran up as near the breakers as possible and waited for a chance to do something. However, the storm was too terrific to permit him to get near enough to get a line to the men. He remained near the breakers from 7:30 until the last man had disappeared from the mast, helpless as was those on shore.

INITIATE CANDIDATES

Elks Place Antlers On Five New Members of the Order.

The Marshfield Elks lodge last night initiated five new members into the mysteries of the order. It was planned to have a rip roaring time but news of the wreck of the Czarina put a damper on the evening and the exercises were conducted very quietly. A little banquet followed at which some impromptu speeches were made. The following were the candidates who were taken into membership:

- C. E. Huling of Myrtle Point.
- C. L. Bender of Myrtle Point.
- Thomas D. Guerin of Myrtle Point.
- D. M. Kenp of Myrtle Point.
- Geo. Hartley of Coquille.

TRY TO SETTLE LABOR TROUBLE

Government Officials to Mediate Between Switchmen and Railroads.

(By Associated Press.)
WASHINGTON, Jan. 12. — A strike of the switchmen employed on the western railroads operating out of Chicago is probably dependent on a conference begun today in the offices of the Interstate Commerce Commission. Negotiations between the switchmen and the railroads failed and it was agreed that the matter be referred to Chairman Knapp and Labor Commissioner Neill as mediators under the Erdman Act. The mediators began their effort today by bringing the parties to the controversy together. The switchmen demand an increase in wages, changes in working conditions and in hours of labor.

\$100 REWARD, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for literature to J. C. HENNEY & CO., Toledo, O. Ad. Free. Take Hall's Family Pills for constipation.

FOR SALE—TENTS, PACK SADDLE, NEW AND SECOND-HAND GOODS OF ALL KINDS. — 180 BROADWAY, 2D-HAND STORE.

L. J. POST

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MARSHFIELD, OREGON

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SOME GOOD BUYS.

TWO Lots on Broadway \$1,100
Two 50-foot lots in South Marshfield. Good Bay view, \$1,000.
6-Room house and 50 foot corner lot on graded street, \$1,450.
New house close in, and 50-foot lot. Good Bay view. Will pay 15 to 20 per cent interest on the investment. Price, \$1,200.
\$350 Cash and monthly payments in balance.

I. S. KAUFMAN & CO

(Across from Chamber of Commerce.)

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COOS BAY GAS & ELECTRIC CO.

COMMON SENSE TALK

This is the time of the year when you should be careful of your health. A good way to contract sickness is to stand over a steaming wash tub all day.

Avoid this by sending your laundry. It won't cost much. There is not a family on Coos Bay but can afford to have at least a part of their washing done. Our prices are Right. Phone in your order. Our wagon goes everywhere.

MARSHFIELD HAND AND STEAM LAUNDRY.

Doane's Transfer

We do all kinds of transfer work. Trunks and baggage a specialty. Good covered wagon, everything kept dry, meet all boats and trains daily. Good and prompt service guaranteed. Give us a trial.
PHONE 31-J or 273-X.

STEAMER FAVORITE

Two trips daily between Bandon and Coquille connecting with all Marshfield trains.
Leaves Bandon . . . 6:45 a.m.
Leaves Bandon . . . 1:20 p.m.
Leaves Coquille . . . 9:15 a.m.
Leaves Coquille . . . 4:00 p.m.

Travelers leaving Marshfield in the morning reach Bandon at noon. People on Coquille river can spend over three hours in Marshfield and reach home the same day.
COQUILLE RIVER TRANSPORTATION CO.

LIPS THAT CARESS A STOGIE,
SHALL NEVER TOUCH MINE SMOKE A

DERBY

HIGH PRICED FOOD RAPPED

Geo. Harmon of Ohio Sees Danger in Increased Cost of Living.

(By Associated Press.)
COLUMBUS, Ohio, Jan. 12.—Governor Harmon sent to the legislature when it convened today a message concerning the high price of food-stuffs and the advisability of legislative action thereon. He suggested that laws enacted by Congress may be responsible in a measure for the trouble.