

SOMEONE HAS SAID:
"A store's advertising space in a newspaper, compared with the space used by other stores, should define its comparative importance in the community! Does your store's advertising space do that?"

YOUR ADS CARRYING
Your store-news, should appear as regularly as does this newspaper. If a newspaper omitted an issue now and then—even for so weighty a reason as fearing that it might rain—it would not be a good newspaper.

WATERLOGGED STR. SAGINAW IS SAVED BY STR. REDONDO

Vessel on Verge of Sinking Is Towed Into Coos Bay Safely Today.

CAPTAIN AND 26 MEN IN CREW SAVED

Ship Strikes Blanco Reef During Heavy Fog Yesterday Brought Up Bay.

TOWED UP BAY.
This afternoon, the Saginaw is being towed up the Bay to the Smith company's dock by the Gleaner and the Redondo. Owing to her deck being partly under water, and the heavy seas, it was necessary to the Redondo and Gleaner to both keep lines aboard the Saginaw to steer her. The Saginaw is drawing about twenty-one feet of water. The Saginaw was finally beached on the Eastside of the channel opposite the Market street dock.

The steam schooner Saginaw with Capt. Koffold and twenty-six men aboard, was towed into Coos Bay at noon today in a sinking condition by the steamer Redondo. The Saginaw was in very bad condition and Capt. Koffold was preparing to beach his vessel when the Redondo came to the rescue.

The saving of the Saginaw was little short of miraculous and is another of the mysteries of the sea. Ever since yesterday afternoon, she had been at the point of sinking and all night long Capt. Koffold and Capt. Will Magee of the Redondo were fearful that she might go down before the fog would lift sufficiently for the Redondo to bring her into Coos Bay.

However, Capt. Koffold and his entire crew remained aboard heaving over the deck cargo to save her. Three hundred tons of asphaltum were thrown overboard.

Everything was in readiness for the transfer of the crew on a moment's notice to the Redondo which kept a life on the crippled vessel and remained as close as possible.

Struck Blanco Reef.
The Saginaw sailed from San Francisco Tuesday for Portland. She carried a deck load of three hundred tons of asphaltum, and five hundred tons of cement and one hundred and fifty tons of general merchandise in her hold.

She was bucking a strong northwest wind and kept in pretty close. Yesterday forenoon, the Nann Smith, Capt. B. W. Olson, passed her. About noon, a heavy fog set in and soon afterwards she struck on a submerged rock in the Capt Blanco reef. Capt. Koffold succeeded in getting her off but the hold began to fill rapidly. The pumps were not equal to it and soon it was seen that it was only the question of a few hours until the fires would be extinguished.

Distress whistles were constantly blown and a little after 4 o'clock the steamer Redondo, which crossed out from Coos Bay about noon, responded. Immediately Capt. Magee got a line aboard her and started rapidly for Coos Bay, hoping to possibly get in before night fall. He realized that at the rate the Saginaw was filling, it might be only a few hours until she would sink.

By wireless, Capt. Magee sent to Coos Bay for a tug and the Gleaner which was in port started out. Just as she reached the bar, a heavy fog came in and the Gleaner had to turn back.

Meanwhile Capt. Magee had got just off the bar, but the fog became so dense that he dared not enter. He turned to sea far enough to insure safety and by wireless asked that the life-savers come out to stand by and aid in the transfer of the Saginaw's crew if emergency demanded it. The life-savers remained along-

ATWOOD ENDS LONG FLIGHT

AVIATOR REACHES NEW YORK ON AIRSHIP TRIP FROM ST. LOUIS THIS AFTERNOON—MAKES FAST FINISH.

By Associated Press to the Coos Bay Times)
NEW YORK, Aug. 25.—Harry Atwood ended his long record-breaking flight from St. Louis when he landed at Governor's Island at 2:38 o'clock this afternoon. Atwood flew to town from Newark, a distance of about 30 miles, in 45 minutes. He followed the river's course, flying most of the time fifty to one hundred feet above the water. Thousands of people flocked to the city roofs and cheered the aviator. Whistles of steamships and all manner of water crafts joined in the noisy welcome. Atwood planned to land at Sheepshead Bay and may fly there later. Officially his trip ended at Governor's Island.

MRS. SAVAGE WINS MEDAL

Annual W. C. T. U. Matron Contest in Marshfield Last Evening.

Mrs. Besie Brown Savage last evening won the annual W. C. T. U. matron medal contest at the Marshfield Baptist church. There was a large attendance and the meeting was most successful.

Miss Robbins told in brief of the interesting things she had to show tonight when she will deliver her lecture on "Manila"—A girl in native Philippine dress—A model of the native house—Weapons of warfare—Wonderful women fabrics and works of art in embroideries—and many curios collected during her stay in the islands.

Complete detailed report of meeting will appear in Saturday's Times.

side and aboard the Redondo all night.

As soon as the Saginaw came to standstill, she filled less slowly and when the deck load was sacrificed she lifted herself considerably out of the water.

As soon as the fog lifted this morning, Capt. Magee started in with her and did so without trouble. Capt. Cornwall with the Gleaner put to sea this morning and stood by as the Redondo came in with her in tow. The life savers were also standing by.

Is New Vessel.
The Saginaw is a new vessel. She was built at Hoquiam, Washington, in 1907. She was owned and operated by W. H. Wood of San Francisco. She is 191 feet long, 39 feet width and 14 feet depth, being slightly larger than the Redondo. She has a gross tonnage of 886 tons.

It is presumed that the Redondo will get seventy-five per cent of the value of the ship and cargo for saving her.

Second One Saved.
The Saginaw makes the second vessel that Capt. Magee and the Redondo have saved in a few weeks. A couple of weeks ago he picked up the Johan Poulsen just outside of San Francisco and towed her back.

REMEMBER Band's BONDON EXCURSION LEAVES Marshfield at 7:30 sharp SUNDAY morning.

BIG DOINGS at BONDON Sunday, AUGUST 27. Take advantage of CHEAP EXCURSION rate. Tickets for sale at the Busy Corner.

DERBY Thru its favor won its favor.

TWENTY-FIVE ARE KILLED IN WRECK

SIXTY OTHERS INJURED NEAR MANCHESTER, N. Y. THIS AFTERNOON—MANY G. A. R. VETERANS IN DISASTER.

By Associated Press to the Coos Bay Times)
MANCHESTER, N. Y., Aug. 25.—Twenty-five persons were killed and about sixty others hurt late today when passenger train No. 4 on the Lehigh Valley railroad jumped the track here. Two cars rolled down the embankment 60 feet in height and it was in these cars the greatest mortality occurred. The wreck was due to defective rails. The engine and two coaches passed over the bad

spot without accident, but when the diner car struck the defective rails they spread and the last two coaches were thrown from the track. The train was forty minutes late and was running fast, being hauled by two powerful engines, in an effort to make up lost time. Several persons in the diner car were killed but the largest portion of the dead were in the last two cars. Many veterans returning from the Grand Army encampment at Rochester were on the train. Several trains bearing nurses and doctors were rushed here from different points. At 1:45, twenty-two bodies had been taken from the wreck. Most of the victims were old men and women.

NO INQUEST AT MYRTLE POINT

Coroner Wilson Decides Auto Disaster Was Purely Accidental.

Coroner F. E. Wilson has returned from Myrtle Point where he went to investigate the automobile accident which resulted in the death of Mrs. Stevenson and the injury of several others the night before last. After investigating it as thoroughly as he could, he decided that an inquest was unnecessary.

The only question that arose in Mr. Wilson's mind during his investigation was whether Driver Pierce had gone to sleep for the fraction of a second, being worn and weary from his forty-eight hours work. Myrtle Point people who knew Pierce well, Mr. Wilson says, are unanimous in declaring him to be a most careful and able auto driver.

Pierce's injuries were not as severe as first reported and after he recovered from the shock he was able to be up and around.

Miss Jones of Coquille is also getting along nicely. Mr. Courtright and the members of his family sustained only slight injuries.

Mrs. Stevenson was so badly crushed under the auto that interment will have to take place at once.

GOV. WEST TO SPEAK HERE

Public Reception to Chief Executive at Masonic Opera House Saturday Night

Gov. Oswald West, who has been hunting in Curry county, taking in the Agate Carnival there and the Curry county teachers' institute, and also the Bandon Carnival, will return to Marshfield tomorrow noon for a couple of days stay.

Hugh McLain, J. D. McNeil and other local men today arranged for a public welcome to be extended to the Chief Executive tomorrow night at the Masonic Opera House. Gov. West will be invited to address the gathering on "Good Roads" and "Prison Reforms," two live topics of the day in Oregon. Mayor Straw will probably preside at the meeting.

Gov. West will probably remain here until Monday morning and Saturday afternoon and Sunday will be the guests of his many personal friends on the Bay.

It is expected that State Superintendent Alderman, State Game Warden Finley and others who are in the governor's party will return here with him.

ACCIDENTS AT ELGIN RACES

MANY SERIOUSLY HURT WHEN SPEEDING AUTOS THROW TIRES—HERR AND HUGHES WIN CUPS.

By Associated Press to the Coos Bay Times)
ELGIN, Ill., Aug. 25.—Two accidents marred the auto road races here today. F. E. Radena, mechanic for John Ramey, driver of a Cino machine, sustained a broken ankle when his car burst a tire and shot into a tree. Ramey was unhurt. Half an hour later Fred Robillard of the Staver car of Chicago threw a tire and his car smashed into a telegraph pole which was cut in two. Both pilot and assistant escaped injury.

Donald Herr, driving a National, won the Illinois cup for a distance of 203.55 miles, his time being 3:50:35. Charles Merz was second and Rupert Jeffkins third.

Hugh Hughes averaging 63.4 miles an hour for 169.46 miles won the Kane County cup, his time being 1:57:21. W. F. Barnes was second and W. H. Pearce third.

ANOTHER AUTO ACCIDENT

Losing control of his automobile brakes while descending a dangerous grade in the vicinity of Sheep Camp, about 35 miles west of Roseburg, on the Marshfield stage road late Tuesday, the driver of an automobile occupied by George Kohlhaugen, of Roseburg, and R. L. Thompson, wife and daughter, of Portland, purposely steered the machine into an embankment to save the lives of his passengers. The automobile overturned and the passengers were more or less injured. The machine is said to be wrecked.—Roseburg Review.

FIVE KILLED AND FIVE ARE HURT IN ROSEBURG ACCIDENT

TO FIND COST OF BOULEVARD

Citizens Meeting Discusses Proposition and Requests Action by Council.

At a meeting at the city hall last evening of parties interested in forwarding the proposed boulevard system, a motion requesting the Marshfield city council to engage F. K. Gettins to estimate the cost of acquiring the property that must be bought and also to estimate the cost of putting in a macadam or hard surface driveway on the route was adopted. This will be taken up at the next meeting of the city council.

The meeting was not largely attended. Three of the members of the council, Messrs. Albrecht, Powers and Savage were unable to be present but the other members and Mayor Straw were: J. W. Bennett, J. H. Flanagan, Jay Lawyer, John Kierman, M. C. Horton, R. T. Street, F. K. Gettins and a number of others were also present.

As has been stated, the plan was for the city to acquire a strip of land 200 feet wide north and south along the present city limit line on the west from where the Coquille road crosses Coal Bank Inlet to the north boundary of Marshfield where the North Bend council is to take hold of the proposition and carry it to the Pony Inlet bridge. Also to secure a strip of land 200 or 400 feet wide extending from the western city limit line westerly to a point at or near Tareheel Point.

Messrs. Lawyer and Kiernan stated that they would be willing to cede to the city a strip through their property of sufficient width to make a nice boulevard on condition that the city improve the roadway in the near future. Mr. Lawyer thought that 200 feet wide was probably more than would be required or more than the city would keep up in nice condition. Also he stated that owing to his company only having a strip 227 feet wide along the North and South road, they could not very well be expected to give 100 feet of it for road purposes.

Someone wanted to know what the city was expected to do in return for it. Mr. Lawyer suggested that they at least ought to put in a macadam roadway. A counter proposition to put in a plank roadway 24 feet wide was declared acceptable by Mr. Kiernan but Mr. Lawyer said that he would prefer to wait a little while and get a permanent and better roadway.

J. W. Bennett also opposed planing and favored the hard surface road. He said that there was a question in his mind as to whether the city had the right to go out of the city limits and expend money for building or acquiring streets and roads. Someone assured him that City Attorney Goss believed they could.

Finally Mr. Bennett stated that if the city would improve the highway, he and Mr. Flanagan would give a strip 190 feet wide through their property if the others would do so. However, in regard to the east and west boulevard, he wanted it placed far enough south he said so that it would not interfere with his "colon bacilli" at the waterworks reservoir.

C. J. Hillstrom also owns some of the property affected and said he would be willing to donate his share of the highway providing the city put in a road or street that was equal to the value of the property. Another property owner near Mr. Hillstrom owns a strip 365 feet long and 120 feet of which all but a strip twenty feet wide would be taken by the proposed highway. It was stated that some way would have to be found to reimburse him for it.

Messrs. M. C. Horton and R. T. Street insisted that the boulevards

Umpqua River Bridge Collapses With Twelve Men Repairing It.

SIXTEEN MILES NORTHWEST OF TOWN

Peter McFarland of Curry County One of Dead—No Warning of Disaster

(Special to The Times.)

ROSEBURG, Ore., Aug. 26.—The Umpqua River bridge, about sixteen miles north west of Roseburg, collapsed about 4 o'clock yesterday afternoon, killing five instantly and seriously injuring five other workmen who were repairing the structure.

The dead: WM. BELIEU of Roseburg, single, aged 27.

GEARY BROWN, Roseburg, single, aged 27.

WM. GARDINER, Roseburg, aged 29, single.

WM. ACUSTA KELLER, Douglas county, aged 45, leaves daughter and divorced wife.

PETER MCFARLAN of Curry county, aged 40. Nothing known of relatives.

The injured: Glen Wilson, Wilbur, thigh broken.

Henry Van Hyning of Umpqua valley, leg broken.

Roy Wilson, Wilbur, back injured and ribs fractured.

KI Thornton, Oakland, bruised and back injured.

Frank Gilliam, Winchester, cut on forehead.

All of the dead had their skulls crushed except Brown whose neck was broken.

No Warning to Men.

The bridge was built twenty-one years ago, but was rebuilt later. The main span was 330 feet long and was about fifty feet above the water of the main stream of the Umpqua river which it spans. The structure was being replanked under the supervision of Superintendent Field who has charge of bridges for the county commissioners. The men had been at work several days but had not touched the girders. It was not supposed that the girders were defective.

Superintendent Field was en route back to the work from Roseburg when the accident occurred, reaching the scene about forty minutes after the collapse.

At the scene of the accident the river varies in depth from ten to thirty feet. All of the deaths were due to injuries, not drowning.

An inquest is in progress today.

should be at least 200 feet wide. R. A. Copple said that unless it was 200 feet wide, he did not think the city could afford to spend much money towards securing it. Mr. Ferguson held the same view. Tom Coke doubted whether the city in its present condition would be warranted in going to much of an expense towards getting it.

Finally Mr. Bennett made a motion that the city council be requested to hire Mr. Gettins to make estimates of the cost of putting in various kinds of a road and also to ascertain how much of the right of way that the property owners would cede without cost. This he said would enable the council to have something definite to decide upon. M. C. Horton seconded it and when Mayor Straw who acted as chairman of the meeting put the motion, it was carried unanimously.

CHANGE MADE AGAIN.

NEW ORLEANS, La., Aug. 24.—An unconfirmed report has reached here from Bluefields that President Adolfo Diaz has relinquished the presidency to General Mena.

REMEMBER Band's BONDON EXCURSION LEAVES Marshfield at 7:30 sharp SUNDAY morning.

FOLLOW THE BAND to BONDON SUNDAY, August 27.