

Coos Bay Times

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WANT ADVERTISING in The TIMES Will Put Your Real Estate "in the Market" Effectively!

WANT ADVERTISING in The TIMES Will Keep the Income from Your Furnished Rooms from Lapsing!

NO TRACE OF SIX BODIES OF NORTH STAR WRECK FOUND

Bodies Not Washed Ashore and May Never Be Found—One Still Unknown.

ENGINE BALKING OR LOST PROPELLER CAUSE

Location of Life Saving Station Blamed For Lack of Getting Aid.

Up to a late hour this afternoon, no trace had been found of the bodies of any of the victims of the wreck of the launch North Star No. 1 on the Coos Bay bar late Saturday evening when six men lost their lives.

The victims of the disaster were: JOE YONKERS, owner and captain of the North Star No. 1. WM. BRAINARD, a South Inlet fisherman. FRANK TANNER of South Inlet. TOM FERRARI, aged 18, son of Mrs. Ferrari, a rancher living at Inch's Point on South Inlet. IRA ALBEE, the South Inlet sawbinder.

At first, it was reported that seven were lost but this is presumed to have originated from the supposition that Master Mechanic Hayworth of the Smith-Powers Logging Company was aboard the craft. However, Mr. Hayworth instead of taking the North Star No. 1 to the Smith-Powers Logging Camp where he was ordered to superintend repairs walked down and thus escaped the dire fate which the occupants of the ill-fated launch met.

The cause of the disaster is not known for certain. At first, it was supposed that a balky gasoline engine was responsible but later reports indicate that the launch may have lost her propeller.

One reason for the supposition that the engine trouble was statements that Capt. Yonkers here Saturday that the engine had been working badly the trip up. To Jack Flanagan, who stated that he disliked making the trip down Saturday noon because of engine trouble.

However, T. H. Barry, who made the trip from here to Empire, states that the engine was working perfectly. Mr. Barry witnessed the North Star without over the bar and he thinks that it might have resulted from the loss of the propeller near the mouth of the Bay.

According to some, the North Star No. 1 drifted out over the bar in the forenoon, indicating that she was probably dragging her anchor and that Capt. Yonkers had her head down so as to try to regain the bar in case he should regain the use of his lost power.

The life saving crew quickly reached but the tragedy of the North Star No. 1 was too quickly enacted to be of service.

TO MOVE LIFE SAVING STATION

Campaign to Secure Location Near Charleston Renewed As Result of Disaster.

As a result of the launch North Star disaster, it is likely that the Coos Bay Life Saving Station will be moved to a site near Charleston Bay and Coos Head.

It is claimed that if the life saving station had been located there, it is probable that the launch North Star No. 1 or part or possibly all of its passengers could have been saved Saturday night.

Everyone who is familiar with the situation takes this view of it and unites in declaring that steps should be taken immediately to see that the station is moved. The lookout station could be maintained where it now is or moved to nearer the proposed site just as is deemed advisable.

Dr. J. T. McCormac, president of the Chamber of Commerce, who has had the matter up with the officials at Washington a number of times and who has presented letters and data showing why the station should be moved immediately resumed the campaign yesterday morning by sending the following telegram to Congressman W. C. Hawley:

"Disabled gasoline boat drifted over Coos Bay bar yesterday and six men were drowned by the time the life saving crew had arrived from the station two miles away. Had the station been located at Charleston at the entrance to the harbor this and many previous accidents could have been prevented. All interests unite in urging immediate removal of the station to Charleston. Superintendent of life saving service has all data and reports as we have frequently urged that this change be made. Please expedite this matter in the interests of humanity. Life Saving crew gallantly braved breakers with their power boat losing one man overboard but he was rescued later."

When Major J. J. Morrow visited the Bay a year ago, the need of moving the station was then pointed out to him by Dr. McCormac, Henry Songstacken of the Port Commission and others. He informed them that the matter should be taken up with the Department at Washington in charge of the Life Saving service. They had been previously written about it but additional letters were sent. Nothing was done.

In view of the disaster to North Star No. 1, it is not likely that the Department can longer delay making the change.

WILL AID WOMEN. John D. Rockefeller, Jr., Has New Hobby Now. (By Associated Press to Coos Bay Times.)

NEW YORK, Jan. 22.—John D. Rockefeller, Jr., who announced that he had completed his two years' campaign against "white slavery" will now turn his attention to establishing a "bureau of criminalistic research."

ROYALTY ON VISIT. Noted English Family Guests at Whitelaw Reid Home. (By Associated Press to the Coos Bay Times.)

NEW YORK, Jan. 22.—The Duke of Connaught, uncle of King George of England, the Duchess Connaught, their daughter, Princess Patricia and their suite, reached here today from Ottawa for a social visit of four days with Mrs. Whitelaw Reid.

WILL EXECUTE 19 FOR DYNAMITE OUTRAGE. (By Associated Press.) SALONIKA, Turkey, Jan. 22.—Nineteen persons have been condemned to death for alleged participation in the dynamite outrage at Istib in December, which resulted in the death of twelve persons.

LET US TALK IT OVER

WHAT'S the matter with the Coos Bay Life Saving Station? Is it hoodooed? Is it inefficient? Is it suffering from too much red tape? Is the station located at the wrong place?

All these questions crowd themselves hurriedly while the thoughts and tears of Saturday evening's terrible tragedy are still fresh and fearful.

That there is something wrong somewhere must be admitted. Every opportunity for real service for the purpose for which it was organized and is maintained becomes another tragedy of the sea.

The Times and every thinking person will make due allowance for the many ugly stories that are afloat. When hearts are hot with a feeling of some apparent injustice somewhere in the scheme of things stories start quickly. Back of all this, however, is the awful actuality that a gasoline boat, drifting helpless to a dreadful doom, went unscathed and six lives were lost and the Life Saving Station has again become a misnomer and its members might be mummies for all the assistance that was rendered to the victims of this second awful tragedy in a few years.

Without accepting or giving further currency or credence to the worst of the stories it is substantially and reliably reported that the wife of one of the victims, Mrs. Joe Younker looking through a field glass and sensing the situation gave the alarm to Mr. Bingham, and after telephoning the Life Saving Station, he proceeded in a private boat and was nearly at the scene of the trouble before the Life Saving crew. It is reported a false start in the surf boat and a return for the power boat caused a delay that might have saved six lives. This is in itself a serious reflection.

Another well-founded complaint is that the station is located too far from the points of real danger and that in case of trouble it requires too much time to reach the scene of difficulty. This is something tangible and should be investigated.

A Life Saving Station should be for the purpose of rendering assistance to those in distress and should be as near as possible to any known points of danger.

The Coos Bay station is manifestly unfortunate. It is all right when it comes to giving exhibitions of heroism on holiday excursions, but for real service something seems to be lacking. It is the duty of someone to see what's wrong.

This second tragedy should not be permitted to pass without heeding the lesson that is writ in the crimson letters of human lives.

FOUR INJURED AT BEAVER HILL

Miners Trying to Remove Gas From Contact With Old Mine Hurt by Explosion This Morning.

One man was seriously injured and three others badly but not seriously hurt in a gas explosion in the Beaver Hill mine this morning. The injured are:

JAS. BARKHOUSE, severely burned about head and face. Arms and legs also broken. Condition critical. Now at Mercy hospital.

MIKE WOODWICK, burned about head and face. Not serious.

GEO. J. KOVICH, burned about head and face. Not serious.

WALTER HOLM, burned about head and face. Not serious.

The accident occurred this morning in the second crosscut of the shaft of the new mine.

The men were trying to remove a deposit of gas when the explosion occurred. Just what caused it is not known but it is presumed that a spark from the electrical devices used must have done so.

The gas was the old mine. The explosion was not severe enough to injure the property. No fire followed the explosion, beyond the first flash, showing that the deposit of gas is slight.

Barkhouse was the only one badly hurt. He was brought to Mercy hospital. The others remained at their homes at Beaver Hill.

LEAVE TODAY ON REDONDO

Steamship Sails For San Francisco With Large Number of Passengers.

The Redondo sailed today noon for San Francisco with a large passenger list and a good cargo of general freight in addition to the cargo of lumber from the Smith mill.

Among those sailing on the Redondo were the following: W. F. Bowron, Jr., C. S. Winsor, J. Byler, John Snyder, Mrs. M. Bates, Mrs. J. I. Ojida, W. C. Bradley, F. E. Fisher, W. C. Scott, Nick Wieland, P. Thurgallias, Mrs. Geo. Hansen, Miss T. Clark, Mrs. F. H. Rogers, A. J. Ballinger, Carl Koerts, Gee Tee, Gue Wing, Harold Carlisle, Mrs. A. Smith, Walter Carlisle, R. Lackstrom, Mrs. R. Lackstrom, E. Porter, G. S. Stage, Louis Ruvelson.

MURDER PLOT IS REVEALED

Negro Minister Charged With Exciting Followers to Kill Several. (By Associated Press to Coos Bay Times.)

LAKE CHARLES, La., Jan. 22.—Detectives investigating a series of twenty-six murders which occurred in Louisiana in the last year are holding a negro preacher, King Harris. While Harris is not accused of the specific crime it is believed that he, as head of the "sacrifice church" worked some of his followers up to such a frenzy that they committed several killings in the name of the religion. All the victims were negroes.

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DR. WILEY IS "NOT GUILTY"

Investigating Committee Sustains Pure Food Expert In Congress. (By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., Jan. 22.—Dr. Harvey W. Wiley is held "not guilty" of conspiracy to evade the law in the report filed in the House today by the committee that conducted the investigation last August on charges upon which Taft was asked to dismiss the nation's chief chemist from the government service. Not only does the committee absolve Wiley from criticism, but it attacks the whole administration of the pure food law, demands new legislation and a change in the method in the Department of Agriculture by which the law is now applied.

BIG SLASH IN STEEL TARIFF

Democrats Propose 30 to 50 Per Cent Reduction—Free List Items. (By Associated Press to Coos Bay Times.)

WASHINGTON, D. C., Jan. 22.—Reductions from thirty to fifty per cent on all items in the iron and steel tariff and the placing on the tariff free list of iron ore, sewing machines, printing machines, cash registers, nails and many other articles against which a tariff is now levied are proposed in the democratic steel revision tariff bill made public today.

U. S. Mail BOXES at MILNER'S. Don't forget the Turkish Baths PHONE 214-J.

NOTED RAILROAD OFFICIALS ARE KILLED IN WRECK TODAY

CAPT. MAGEE'S HOME BURNED

Fire Supposedly of Incendiary Origin Destroys Property at Empire.

The home of Capt. Will Magee of the steamer Redondo was totally destroyed by fire at Empire about 2 o'clock this morning. The fire was discovered by Capt. Magee who was aroused from his sleep by the crackling of the flames or the smoke. He barely had time to save, with the assistance of neighbors, some of the furnishings.

The house belonged to Miss M. F. Mullin who has been making her home in San Francisco for the last few years. A large portion of the furniture and furnishings also belonged to her. There was no insurance on either Capt. Magee's or Miss Mullin's property. Capt. Magee's loss is probably between \$800 and \$1,000 and Miss Mullin's about \$3,000.

Capt. Magee is convinced that the fire was of incendiary origin. He declares that it was not from the outside. He had no fire in his home except in the kitchen stove last evening. This was far from the origin of the blaze.

Capt. Magee has strong suspicions as to the party who was responsible for the fire and for a while this morning thought to file charges. However, the filing of charges was postponed pending an investigation of it.

While captain of the tug Columbia, he incurred the enmity of an Empire man and he attributes several things that have occurred since to the efforts of that individual to gain revenge. Once the Columbia was cut loose from the dock, another time the heart of his big hawser was cut and still another time acid was poured on the hawser to weaken it.

DELAY RATE INCREASE. Advance In Freight on Hops Held Up by Commission. (By Associated Press to the Coos Bay Times.)

WASHINGTON, D. C., Jan. 22.—In a decision the interstate commission today ordered an advance of about ten per cent in the transcontinental freight rates on baled hops from North Pacific coast terminals to Atlantic seaboard destinations, effective January 24, suspended until May 23. All transcontinental and intermediate railways are defendants.

TREE Pruners, Saws and Shears at MILNER'S.

CHANGE BOATS TO COOS BAY

Homer Transferred to Government Service in Alaska—Washington Coming.

Agent F. S. Dow of the steamer Homer today received word that the Homer would be transferred to the government service at the Seal Islands, Alaska, and that the steamer Washington will be put on the Coos Bay-San Francisco run in her place.

The Washington is a comparatively new steamer, having been built about three years ago. She has accommodations for about fifty passengers and is much faster than the Homer. She will sail from San Francisco for Coos Bay next Saturday.

The Homer will leave here on her final trip Wednesday afternoon for San Francisco and will go from there to Alaska.

MARRIAGE LICENSES. Marriage licenses were issued by County Clerk Watson the past week to the following persons: Roy H. Young and Sylvia Ray Taylor. John A. Rasmussen and Laura Evelyn Borgerson. Ray Pendergrass and Kathryn DeVries both of Marshfield. Rudolph William Lackstrom and Violet Agnes Ennis of Marshfield. Reuben C. Young and Cornelia Lomas of Bandon.—Coquille Sentinel.

J. T. Harahan, Frank Melcher, E. B. Pierce and E. E. Wright Dead.

TRAIN CRASHES INTO THEIR SPECIAL CAR

Several Others Injured In Disastrous Accident at Kinmundy, Ill. (By Associated Press to Coos Bay Times.)

CENTRALIA, Ill., Jan. 22.—James T. Harahan, Sr., former president of the Illinois Central railroad, Frank Melcher, second vice-president of the Rock Island, E. B. Pierce, general solicitor of the Rock Island and Eldridge E. Wright, son of Luke W. Wright, former secretary of war, were killed in a collision between two Illinois Central trains at Kinmundy, Illinois, twenty miles east of here early today. Three trainmen were injured and other passengers badly shaken up.

The New Orleans Express was taking water at Kinmundy when the Panama Limited ran into the rear end. The killed were in the private car of Mr. Melcher. Their bodies were found near the berths they had occupied. Only one occupant in the private car, the secretary to Mr. Melcher, escaped.

The engine of the Panama Limited ploughed its way through the private car and stopped by the steel coaches immediately preceding. The impact shoved the standing train for a distance down the tracks, although the brakes were locked. The Limited carried sleeping cars only and withstood the crash.

It is said that no flagman was sent back from the New Orleans Limited. Harahan recently retired from the presidency of the Illinois Central.

Cause of Wreck. The cause of the wreck is ascribed to a scarcity of water along the road. A recent special order makes it necessary for all trains to take water at Kinmundy and a freight that took water before the express, held the express longer than was customary. The engineer and fireman of the Limited were a freight crew lately put on the passenger train. It is believed they forgot the order for all trains to take water. The flagman of the express did not have time to flag the Limited.

Four occupants of the private car escaped death or injury. These are Byron B. Curry, private secretary to vice-president Melcher, Thomas B. Busbee, attorney for the Rock Island for the states of Arkansas and Louisiana and two negro porters.

Badly Hurt.—Alfred Hill of Marshfield was badly injured in an accident at the Smith mill this morning. His leg was broken and he was otherwise injured. He was taken to Mercy hospital where he is in a critical condition.

FATHER DIES AT CORVALLIS

Mrs. C. F. McKnight Receives Sad Intelligence Today—Heart Trouble Cause.

John A. Spangler, father of Mrs. C. F. McKnight, died suddenly at his home at Corvallis this morning of heart failure. A telegram containing the brief announcement of his death was received by Mr. McKnight today.

Mr. and Mrs. McKnight will leave tomorrow morning via Drain for Corvallis.

The news came as a great shock. Mr. Spangler spent a few weeks with his daughter here, leaving about January 10 for his home in Albany. For some time he has been suffering from heart trouble. He suffered an attack a few days ago.

Mr. Spangler was one of the leading men of Corvallis. He had been engaged in the paving business there. He was about fifty-six years old. Besides Mrs. McKnight, another daughter, Mrs. L. L. Porter of Oregon City, and a son, Martin L. Spangler of Oakland, survive. Mrs. Spangler died some years ago.

House NUMBERS at MILNER'S. Sanitary PLUMBING at MILNER'S. After the show try a Turkish Bath Phone 214-J.

(Continued on page 4.)