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Coos Bay Times

MEMBER OF THE ASSOCIATED PRESS

THE MERCHANTS who advertise in The Times know they reach the best people in the city who insist on the best news of the city.

ADELINE SMITH SAVES 17 BUT LOSES TOW IN TERRIFIC GALE

Waterlogged Steam Schooner Pomo Cast Adrift Before Reaching Harbor

RESCUE OF THOSE ABOARD IS TIMELY

Seams of Vessel Had Opened in Battle Against Heavy Southerly Storm

ADELINE DUE HERE.

The Adeline Smith is due in tomorrow from Bay Point, having sailed from there yesterday. Auditor Brown of the C. A. Smith company is the only passenger aboard.

The Adeline Smith, after having fought for two days in the terrific storm that swept the Pacific Coast to save the steam schooner Pomo, lost her tow just before going into the Golden Gate Saturday morning. The Pomo was badly water-logged when Captain Olson picked her up and in the storm her seams opened up more and she finally had to be abandoned. However, Capt. Olson saved the Captain, crew of fifteen and two passengers off the Pomo.

The Adeline Smith picked her up early Wednesday morning and it was 9 o'clock Saturday morning when Captain Olson got into Oakland. No details of the hard struggle to save the Pomo have been received here yet.

Rescues Many. The rescue of the passengers and crew of the Pomo was in the nick of time.

This makes the third rescue that Capt. Olson and his men have effected in the last few months.

In one of the rescues the Adeline Smith was awarded \$15,000, of which forty-five per cent went to the owners and fifty-five per cent went to Capt. Olson and his crew.

Details of Wreck. An Oakland paper Friday printed as follows:

Waterlogged and helplessly wallowing in the mountain seas twenty miles northwest of Point Reyes, the steamer Pomo, with two passengers and a crew of fifteen men, was taken in tow by the steamer Adeline Smith, Captain Lilliland and the crew and passengers of the Pomo were safely transferred on board the Smith, commanded by Capt. B. W. Olson. At 6 o'clock last night the Smith and its tow were steaming at full speed against the gale off Point Reyes, but no progress was being made.

Seams Open Up. The Pomo sailed from Alifton on Tuesday and after pounding against the terrific wind and seas until after midnight the seams of the wooden ship opened up and the hold soon filled with water. The water threatened to enter the fireroom, and for hours a fight was made against it by sailors, engineers and firemen, the skipper leading his men.

At about 3 a. m. the water broke through the last barrier and the fires were drawn in time to prevent an explosion of the boilers.

The ship then listed heavily and the entire deck cargo went overboard, carrying a part of the superstructure along. As the gale increased the vessel wallowed about, and the condition of those on board became more dangerous. As the seas began to break over the ship the Adeline Smith dove into sight, attracted by the signal rockets.

With Captain Olson skillfully maneuvering his command as closely as he dared, Chief Officer Peterson, of the Smith with a picked crew launched a lifeboat and, against terrific odds in the high seas, managed to effect the rescue of every person on the Pomo.

Vessel Is Ashore. A dispatch from San Francisco late Saturday says:

The little lumber steamer Pomo is a total loss in Drake's Bay. Swept off her deckload by heavy seas and pounded until her seams opened up and she became waterlogged, the Pomo was taken in tow three days ago by the Adeline Smith. A breaking bar made it unsafe to bring her through the Golden Gate and Thursday night she broke loose and capsized.

The revenue cutter Unalaga, which attempted to save the Pomo, after she had been abandoned by the Adeline Smith, also returned today, and reported that the Pomo had been driven ashore by the southerly gale in such a position that there was no hope of freeing her.

Heavy weather at sea still continues. The San Francisco lightship broke loose from her mooring six miles out, but was brought safely to port and the tender Sequoia is taking her place.

BAKER HAS \$10,000 FIRE

BAKER, Or., Jan. 5.—The big storehouse of the Sumpter Valley Railroad were destroyed by fire. The flames started from unknown causes. The loss is \$10,000 covered by insurance. The storehouse is located in the heart of the big lumber mill district.

HOLIDAYS OVER SCHOOLS OPEN

Enrollment Expected to Surpass all Previous Records in Marshfield

Tired after the holiday vacation? Pretty hard not to get two weeks now for rest.

Holidays are over and the pupils of the various schools in Marshfield returned to their studies today for the second half of the school year. Professor Thodgen, superintendent of schools, stated this morning that every indication pointed to the enrollment being larger than at any previous session, and unless the number is offset by removals there will be a considerable growth in numbers recorded in the high and graded schools.

The day was devoted principally to the enrollments and lining out the work of the session, also to ease down the shock caused by the resumption of study to many of the pupils, who have had a couple of weeks of play and find it hard to get back to their normal state so suddenly.

All the teachers of last session were on duty and by tomorrow the memory of the holidays will have passed and renewed efforts to master the various subjects will be made by the pupils.

The schools also opened again in North Bend and other districts in the county, with indications that most of the enrollments would record an increase.

JURY DECIDES FOX IS OWNER

Mayor-Elect Allen's Attachment on Auto Now Declared to be Faulty by Defense

After being out only fifteen minutes, the jury called to decide the ownership of the automobile which was attached by Mayor-Elect Allen last week for \$30 house rent owed by Robert Fox, decided that the machine was owned by the defendant, and not by his sister, Mrs. May Ogren, as Fox endeavored to show.

The case was tried before Constable Cox acting as Justice of the Peace, late Saturday afternoon, the jury consisting of A. W. Myers, Alex Johnson, H. H. Wilson, Albert Selig, W. K. Wiseman and John Martinsen.

Following the decision of the jury the attachment was contested by Attorney Joehnk on the ground that it was faulty, and it is understood that in the meantime the automobile has been sold to a third party.

Further developments in the prosecution of the case are expected.

WOODBURN SALOONS QUIT

Dry Column Again Counts Marion County Town on List

WOODBURN, Or., Jan. 5.—The saloons of this city closed their doors in accordance with the vote against licensing of saloons, and this city again entered the "dry" column. This is no new experience for this city, for during the past ten or twelve years the records show the city to have been voted wet and dry at intervals of one or two years.

It is thought that the male vote would have been strongly in favor of licensing saloons, for with 355 women voting, the city went dry by only forty-nine votes out of 773 cast.

HILLSBORO NOW A DRY TOWN

Five Saloons Close at Community "Wet" for 65 Years

HILLSBORO, Or., Jan. 5.—Five Hillsboro saloons closed their doors in response to the County Court's order declaring this dry territory by twenty-three votes. As a result, for the first time in sixty-five uninterrupted years, Hillsboro is without liquor, legally speaking.

SWIMMING AT NEWPORT

One Woman Among Those Who Take New Year's Plunge in Surf. NEWPORT, Or., Jan. 5.—A dance was given New Year's eve here and there was swimming in the surf. Only one woman, Mrs. Gladys H. Calkins, entered the water, which registered 49 degrees.

HUNTER LOSES HAND BY SHOT

Reuben Mattson's Face Also Filled With Shot While Handling Gun

While returning from a shooting trip with several companions on the launch lone, Reuben Mattson, of Catching Inlet, and brother of Captain Mattson, of the power craft Wah-Ta-Waso, shot his right hand off at the wrist and the charge struck him in the face filling it with shot and seriously injuring one of his eyes.

The injured man was hurried to Mercy Hospital and attended by Dr. Houseworth. His right hand had to be amputated at the wrist and over forty pieces of lead had been removed from Mattson's face last night. He was very weak from loss of blood, but is expected to recover in a short time.

Mattson had been out hunting ducks yesterday morning in company with Albert Gunnell and Albin Lackstrom. They had secured a number of fowl and about 1 o'clock in the afternoon were returning in the lone. Gunnell's gun was lying on the hatch at the stern of the boat.

Something went wrong with the tiller ropes of the launch and Reuben Mattson grabbed the gun, a breech-loading shot gun with old-fashioned hammers, and shoved it down the cabin. As he did so one of the hammers caught something and the gun was discharged.

All that saved Mattson's life was the fact that he had his hand over the muzzle of the weapon. The gun was pointing at his face when the charge exploded and blew off his hand. Even with the hand stopping the force of the shot, the latter penetrated his face deeply in about a hundred places.

The big passenger launch Wah-Ta-Waso, operated by Captain Arthur Mattson, brother of the injured man, was hailed as she passed near and the lone was towed to Marshfield and the injured man rushed to Mercy Hospital.

Word's Loss Eye. Latest news regarding the condition of Reuben Mattson is that he will recover, and that there is a good chance of his recovering the use of his injured left eye. The shot struck him on the left side of the face and the pellets were not as numerous as first reported. The amputation of the arm was made a couple of inches above the wrist joint.

MANY REQUIRE AUTO LICENSES

Breathing Spell Granted Owners to Get Necessary Tag From Salem

Quite a number of automobiles are securing their 1914 licenses under rush orders and a few have arrived, but the negligence of many to send away to the secretary of state for the permit to operate automobiles caught many on Coos Bay in an awkward position, with arrest being in prospect if they used their machines.

When it was learned that users of autos with the 1913 licenses were open to arrest since the first of the year, there has been a lot of speed shown to communicate with the state official. Drivers of delivery and dray autos called up the authorities of the county and pleaded for a delay in the operation of the law until they could secure their 1914 tags.

Just sufficient time from New Year's until applications could be sent to Salem and return has been allowed by the district attorney, after which it is understood that those using machines without licenses will be liable to arrest.

TO OPPOSE REBELS

Garrison of San Luis Potosi Preparing Vigorous Defense

[By Associated Press to Coos Bay Times.] MEXICO CITY, Jan. 3.—The garrison and police of San Luis Potosi, numbering altogether about 1500 men, are preparing to meet the onslaught of the rebels, whose strength is estimated at from 3000 to 9000.

BOQUET FOR THE TIMES.

(From Portland Oregonian.) The holiday number of the Coos Bay Times, issued December 13, consists of 32 pages and is a departure from custom, in that its feature lies in exploiting the men who "make things go" on Coos Bay and particularly in Marshfield. The man seeking an opening on the Bay should get a copy. Somehow the Maloney's seem to know what is needed and do it at the psychological moment.

STEEL STEAMER CHATHAM LOSES RUDDER OFF COOS BAY IN GALE

SCOTS ARRANGE TO CELEBRATE

Committees in Marshfield and North Bend Plan to Honor Burns' Memory

There was an enthusiastic meeting of the Scotchmen of Marshfield and North Bend in Loggie's Hall in the latter city yesterday, when preliminary plans for a big celebration of the anniversary of the birth of Robert Burns, the famous Scotch poet, to be held on Coos Bay on January 24.

Daniel McDonald was selected chairman and two committees were appointed, one for this city and one for North Bend, to arrange for the literary program and also to decide in which city the celebration, which will probably be a public affair, is to be held.

The Marshfield committee is composed of E. D. McArthur, A. Todd, Alex McKay, Joseph McKinnon and Hugh R. Sneddon.

The North Bend committee is composed of N. C. McLeod, Peter Loggie, Robert Banks, Rev. D. A. McLeod and Dan McDonald, chairman of the general committee.

The committees will meet in Todd's tailor shop on Friday night to make reports and to discuss further arrangements for the celebration of the birth of the famous Scottish poet.

1913 FIGURES SHOW INCREASE

Postoffice Receipts Gain Considerably in Marshfield Over Previous Year

One of the best indications of a city's growth is that shown by the increase in Postoffice receipts, and according to the receipts at the Marshfield Postoffice for those of 1913 the figures exceed those of 1912 by a big margin. The increase in one year in the local Postoffice was close to 13 per cent.

The total receipts for the year 1913 were \$29,817.85, compared to \$18,540.69 for 1912, an increase of \$2,177.25.

By quarters the receipts for the two years were as follows:

Table with 4 columns: Quarter, 1912, 1913. Rows: End. Mar., End. Jun., End. Sep., End. Dec.

EXECUTIONS MANY

1913 Was an Unlucky Year for Necks of "Chinks" in China.

PEKING, Jan. 5.—It is officially stated that twenty-four executions were carried out in the Province of Schuen alone in 1913. Most of these were robbers, but a large number were political offenders. It is hinted by officials that the actual figures regarding the executions would largely exceed the estimate.

WIRES DOWN AGAIN.

False Rumor Started That Breakwater Was Lost.

The Western Union and long distance telephone wires suffered their usual relapse in yesterday's gale and news from the outside world was about as plentiful as radium today.

While the readers on Coos Bay were anxiously awaiting news of the doings of "General Rosalie Jones," Mrs. Pankhurst and Miss Hobbs at the seat of war at Copperfield, they were compelled to restrain their impatience.

As usual, when the wires were down yesterday, the regulation rumor of disaster was started on Coos Bay. This time it was the Breakwater which "had suk" but the arrival of the steamer in the Columbia River proved that the rumor was absolutely unfounded, like a good many others circulated here every time the wind blows more than two miles an hour.

SALMON AT ROSEBURG.

An unusual run of salmon is reported in the river in the past few days. On Thursday the water at the dam at the south edge of town was literally alive with these fish. A number of persons amused themselves with dipping them up and lifting them over the dam, so they may continue on up the river. This was one of the greatest runs of salmon ever seen here.—Roseburg Review.

RUBY SIMPSON BOUND OVER TO GRAND JURY

News of Arrest Leaks Out

October 31, 1913. Mrs. Bud Hamlin gives Halloween party at her home located on a ranch near Bandon.

WALLOWS HELPLESSLY OFF CAPE ARAGO

For Over Twenty-four Hours

While steaming from Seattle to San Francisco in the teeth of a hurricane Saturday night, the Chatham carried away her rudder when a few miles off the entrance of Coos Bay and for several hours she wallowed in the trough of tremendous seas. The wind was blowing over seventy miles an hour and the steamer's wireless caught the Marshfield station, telling of the accident.

Big Jury Rudder. Working under great difficulties, the crew of the Chatham finally rigged a jury rudder and this morning the craft proceeded slowly on her voyage. It is not believed that she was seriously damaged.

The Chatham is owned in San Francisco and is of 2728 gross tonnage. Her length is 265 feet, beam 40 feet and draught 15 feet. She was built in Philadelphia and is equipped with engines of 1900 horsepower. For several weeks the craft has been lying at Seattle seeking a charter, and it is presumed that she has been taken to load at San Francisco, her home port.

Sampson Is Damaged. Wireless reports also stated that the steamer Admiral Sampson, on her way down the coast to San Francisco, ran into a heavy gale and sustained some damage, the nature of which could not be learned. Reports stated, however, that she was able to make headway under her own steam.

There was a report circulated in the city yesterday that the steamer Breakwater, which cleared the Bay for Portland Saturday afternoon, had foundered during the hurricane of Saturday night. This report arose from the fact that she could not be picked up by wireless, following some wild inquiries from Portland asking if she had been lost. The Breakwater was located yesterday morning by wireless, which stated that she was waiting outside off the Columbia bar to go into the river.

Breakwater Is Safe. The Breakwater got into the Columbia River at 1:30 p. m. yesterday, and it is believed that with the heavy gale behind her all the way up, she broke all her former records for the trip north from bar to bar.

The steamer Alliance, which was unable to cross out over the Coos Bay bar for Eureka on Friday, got safely over Saturday afternoon at 3:50 o'clock and up to 10 o'clock yesterday had only made 20 miles against the terrific southerly gale.

Redondo Heading South. The Redondo, which cleared from the harbor about 3 o'clock Saturday afternoon was ten miles south of Cape Blanco yesterday morning about 10 o'clock, and although making heavy weather of it, was creeping slowly down the coast against the gale.

The storm Saturday night and Sunday morning was reported to be the heaviest yet experienced this winter along the Oregon coast, the wind reaching a velocity of 75 miles an hour. The Pacific was a mass of curling breakers and swirling foam as far as the eye could reach yesterday.

REPAIR TUG ROBERTS

Capt. Robert Jones will leave soon with the Roberts for Portland where new boilers will be placed in the tug.—Sluslaw Pilot.

BARGE FRIEDERICK FLOATED

NEWPORT, Or., Jan. 5.—The barge Frederick was floated and towed to Yaquina to have a new boiler installed.

WORK ON RAILWAY.

The Eugene Register says: The second steel bridge across the Noti Creek on the Willamette Pacific railroad will be completed Monday, and by Tuesday or Wednesday the rails will be laid the remaining distance to the tunnel which pierces the summit of the coast range. Ties are already laid through the 2500 foot tunnel, and next week will probably see the first steel rails laid in the Sluslaw valley, headed for the Pacific ocean.