

DID YOU EVER NOTICE THAT THOSE WHO HAVE NOTHING TO LOSE ARE QUITE WILLING TO LOSE IT?

Coo's Bay Times Your Paper

The Coo's Bay Times is proud of its title "The People's Paper," and it strives at all times to live up to its name by devoting its energies to promoting the people's interests.

Coo's Bay Times

MEMBERS OF THE ASSOCIATED PRESS

A Southwest Oregon Paper

That's what the Coo's Bay Times is. A Southwest Oregon paper for Southwest Oregon people and devoted to the best interests of this great section. The Times always boosts and never knocks.

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CLAREMONT IS A TOTAL LOSS; HAS STARTED GOING TO PIECES

Effort of Adeline Smith to Pull Her Off Rocks Sunday Failed and Bottom of Boat Was Apparently Lost—Waves Now Dash Over Boat.

SEA IS MUCH ROUGHER THIS AFTERNOON

Captain Britt Says Crew Could Have Been Taken Off at Any Time but That He Wanted to Save the Schooner if it Was Possible

Reports from the bar this afternoon indicated there is a heavy sea running. Captain Wyman, of the Vega, was close by the Claremont today. He states she will probably break up before tomorrow morning. The starboard rail was torn out this morning, he said, and about 80 barrels of oil turned loose. This morning the vessel was standing about as yesterday but toward afternoon the waves began to get heavier and with rough weather she will probably go to pieces after two or three tides. The indications this afternoon were that the boat will not last long. The Claremont will be a total loss. The value is about \$110,000 exclusive of freight. The Claremont was insured for about 70 per cent of total value.

The members of the crew of the Claremont and the lady passenger were taken off the stranded vessel by means of a line from the government bar dredge Col. P. S. Michie from which the breeches buoy was operated and on board of which was Capt. Britt of the Coast Guard, while the crew of the latter stood by in a small boat.

Some criticism was offered because the life savers did not immediately take the crew off the Claremont, but Capt. Britt states that he first thought he could save the boat and knew that at any time he could take the people off the Claremont by working from the jetty.

Saw Vessel Struck. Capt. Britt states that he was in the lookout when the Claremont was coming in. As the vessel had not come here but once in the past five years he was not familiar with her and did not know what vessel it was until he got close to her. He says that he saw the Claremont was turning in much too far to the north and believed she would have trouble. He was watching when she struck the sunken end of the jetty. He immediately called his crew to get out their apparatus and says he could have taken everyone off by reaching them from the jetty but wanted if possible, to pull the boat off. It would have been quite risky to have gone alongside at that time and attempted to take off the people aboard and he did not regard it as necessary when they could be removed from the jetty. Capt. Britt first went to the dredge Michie, but the captain then did not want to attempt to pull the boat off. Capt. Britt says he then called upon Capt. Maegen who brought down the Breakwater, and Capt. Britt and his crew and apparatus were taken aboard.

Lost Two Lines. Lines were shot by the Coast Guard gun from the Breakwater, but they fouled in the Breakwater wheel and both lines were lost. If there had been ebb tide the Breakwater might have gotten in serious trouble. Capt. Britt says that Capt. Maegen did splendid work in handling the Breakwater in the manner he did. With the line afoul of the Breakwater wheel the vessel was out of commission as far as doing anything more and Captain Maegen let his boat float in on the tide and got safely inside the bar.

Capt. Britt says he believes yet that if the Breakwater could have gotten a line aboard the Claremont at that time the stranded vessel could have been pulled off and towed into port.

Went Aboard Michie. When the attempt from the Breakwater failed Capt. Britt got aboard the dredge Michie. He loaded his apparatus and directed setting it up to use the breeches buoy and his Coast Guard crew went out in their small boat. A line with a piece of wood on it to float it had been sent out from the Claremont and this was picked up by a small boat from the Michie and the connection made. It was impossible to make the line tight for fear of pulling the Michie on the rocks. With the slack line the people on the Claremont had to be dragged through the water, but all were taken off safely. With the Coast (Continued on Page Three.)

CAPTAIN EXPLAINS MANY ARE STARVING ASK FOR A PARDON ITALY HAS ENTERED THE WAR

SAYS SEA THREW BOW TO ROCKS WITH WHEEL HARD OVER

Knew of Sunken Jetty, But Says Had Been Told to Hug North Jetty When Coming In

In the cold drizzle of yesterday morning a captain without a command paced the north spit, his ship in the breakers 400 feet off shore pounding to pieces on the rocks. "A total wreck," said the master of the Claremont, Captain Benson, and quietly he walked back without further words to the little boat that had brought him down from Empire, his last hope for the safety of his ship sent glimmering. Blame for the accident is assumed by Captain Benson. "I was captain, we went on the rocks, it was my fault," he said. Pressed for further explanation of the wreck of Saturday noon the captain stated that he knew of the sunken jetty as the extreme western end of the north jetty. He said he had been told to hug the north jetty when coming in. This he did. Seeing his danger, said Captain Benson, he ordered his wheel hard over, the purpose being to sheer him off back into the channel. The ship lacked the seaway to change her course, a sea slapped the bow to port and the Claremont had piled, head on upon the sunken jetty.

As the Nann Smith went out Saturday night Captain Benson, then aboard the Michie coming back into the Bay, stated the course of the lumber carrier to be a full quarter of a mile south of the course he had steered coming in.

Had Been Here Before. The wreck of Saturday is the second grim experience Captain Benson has had in the vicinity of the Coo's Bay bar. He was first mate of the Saginaw when she came in here waterlogged three or four years ago. He has been 18 years on coast vessels and has risen to command of ships "through the fo'castle"—a hard school of experience.

Vessel Is Insured. The Claremont, eight years old, was worth about \$110,000, said the captain yesterday when he returned from the beach. He believed her to be insured for between 60 and 70 per cent of her total value, a loss of perhaps about \$40,000. The value of the cargo and the insurance carried on it, he could not say.

For three years Captain Benson has been in command of the Claremont, plying mostly between San Francisco, Aberdeen and Grays Harbor. The Hart-Wood Lumber company, of San Francisco and Aberdeen, operated the Claremont and owns three other steam schooners, the Avalon, the Quinault, and the Salano.

Investigation Next. There will be an investigation of the wreck by the U. S. Steam Boat inspectors, according to Captain Benson. He does not know whether it will be here or in Portland, but the fact there are many witnesses here may bring it to Coo's Bay.

Hole in Bottom. Some mariners state that they believe the ship was a total loss as soon as she struck. Portions of the bottom began washing ashore shortly afterward and this was taken to mean the timbers were ripped open with the first impact on the rocks. Smoke continued to issue from the one funnel for about three hours, coming from the donkey engines. The sea waterlogged the hull full in a short time.

Wouldn't Leave Dog. When the little band were driven forward to the fo'castle head by the seas breaking aft, Steward Goller took with him "Jack," the mascot, a black collie. Goller was the 18th man to leave the boat. He went astern through the water, secured the American flag and in this wrapped the dog which he took with him in the breeches buoy. The steward saved two suits of clothes, putting them both on when he left the wreck.

R. C. Haak, the big sailor who swam ashore, is a former seaman in the German navy, according to the steward. After the life boat had wrecked when the Claremont's crew attempted to launch it, Haak, clad only in shirt and trousers, dived overboard and struck out through the heavy breakers. He made a landing on the jetty. The Saginaw, then standing by, lowered a boat and Haak swam out to meet it. The boat

CONDITIONS IN PARTS OF POLAND ARE VERY BAD

Representative of the Rockefeller Foundation Receives News—Efforts to Secure Grain Fail

(By Associated Press to Coo's Bay Times)

NEW YORK, May 24.—The Rockefeller foundation received the information that the conditions in that part of Russian Poland within the German and Austrian lines are "Much worse than the worst in Belgium or northern France," and that the population is now actually starving. The information came from Carlton Gibson of the commission for the relief in Poland, who reports efforts to obtain grain from the neutral countries unsuccessful.

WILL HOLD FAIR. PARIS, May 24.—The proposed organization of an annual "Fair of Paris" to take the place of the Lelistic fair, so far as Frenchmen are concerned, has been taken up officially. The Municipal Council has adopted a resolution calling upon the executive authorities to take the necessary measures for the organization of such a fair immediately on the cessation of hostilities. The Grand Palais with such annexes as may prove necessary will probably be selected as the site.

This proposition is not altogether the outcome of the war, as many suppose, but has been agitated by Parisian merchants for more than ten years.

IS FAST ON ROCKS

ADELINE FAILS IN ATTEMPT TO TOW OFF CLAREMONT

Lines Put Aboard Yesterday—Tugging of No Use—Hundreds See Wreck of Saturday

Little groups of people dotted the shore yesterday morning at Coo's Head and along the North Spit as they watched the Adeline Smith attempt to pull the Claremont from her position, hard fast on the north jetty. The wreck refused to budge from her position and after two or three hours work the Adeline abandoned her and came on in. Through the night there were camp fires on the beaches near the wreck. Several parties from Marshfield and North Bend went down after dark on Saturday, some even walked, and then spent the night "prowling" about the beach. Hundreds visited the scene yesterday, going down in autos and boats all day long.

When the first news of the accident came Saturday, shortly before noon, automobiles and boats flocked to the lower bay. All of them were crowded and through the afternoon the shores were lined with people. Many had the best of seats at the top of Coo's Head. Adventurous craft put out across the bar. The gasoline speed boat lone led the way, going out past the wreck and a quarter of a mile beyond before returning. During the rescue there were at least six boats near the wreck. Several gathered there more for the purpose of spoils than of satisfying their curiosity.

But though the sea was choppy for small boats there were many that ran the chances to secure "ringside" seats at a real shipwreck.

Tugging of new use. It was 4:30 a. m. when the Adeline crossed in from San Francisco yesterday morning. A boat was lowered, the bar was then smooth, and a line put aboard the Claremont. The vessel tried several times, pulling out to sea, but made no headway with the wreck. Captain Benson today stated it would be of no use for wreckers to come in from San Francisco. He believes there would be no chance for them to save the engines, now the most valuable part of the wreck. He expects she will remain intact for a long time, if the weather remains moderate.

Any rough weather would soon dash the boat to pieces. Some think that most of the bottom of the vessel is torn out and others say that if the machinery was out of the boat she would probably capsiz.

Secretary of Agriculture Houston visited Brookings in Curry County last week and while there a banquet was given in his honor and men from different parts of the county were in attendance. Mr. Houston made a trip from Brookings to the timbered district of southern Curry County. He is on a trip of the West inspecting the National forests to ascertain what benefits the people are securing in the way of grazing and using the water power sources. Times want ads bring results.

ITALY HAS ENTERED THE WAR

FIGHTING IS NOW IN PROGRESS

Germany Follows With Declaration of War Against Italy and Austrian Fleet Bombards the Adriatic Cities—Three Vessels Sunk and Fleet Retiring Before Italians

PARIS, May 24.—A telegram from Basel states that the Wolff Agency announces that Germany has declared war against Italy and has recalled Prince Von Buelow, her Ambassador at Rome.

ITALY DECLARES WAR. ROME, May 24.—Italy declared war on Austria yesterday and fighting has begun.

IN STATE OF WAR. BERLIN, May 24.—The German Foreign Office has declared this country in a state of war with Italy.

SINK AUSTRIAN SHIPS. ROME, May 24.—The Austrian squadron has been bombarding the Italian ports in the Adriatic Sea. Three small Austrian boats were sunk. The Austrian fleet is now retiring in front of an attack from the Italian fleet. The extent of the damage done to the Italian towns by the bombardment is not yet known.

AIRSHIP ATTACKS ITALY. ROME, May 24.—An attack was made by an Austrian airship on Ancona, Italy, and other coast towns, but so far little damage from the aircraft is reported.

AUSTRIAN SHIPS SEIZED. ROME, May 24.—Eighty Austrian and German ships valued at \$20,000,000, interned in Italian ports, have been seized by the Italian government.

AMBASSADOR LEAVES BERLIN. BERLIN, May 24.—The Italian Ambassador to Germany has left Berlin having been recalled to Rome when war was declared.

STRIKE FIRST BLOW REPULSED BY TURKS

AUSTRIAN AEROPLANES ATTACK ARSENAL IN ITALY

Declaration of War by Italy Made On Sunday Went Into Effect Today (By Associated Press to Coo's Bay Times.)

LONDON, May 24.—The first blow was struck today in the war between Italy and Austria-Hungary. The Austrian aeroplanes attacked the Italian arsenals at several cities. Italy's declaration of war was announced yesterday and took effect today. Unofficially it is reported Germany declared war on Italy today. A rigid censorship is in effect in Italy.

REPORT IS THAT ALLIES LEAVE SIX THOUSAND MEN ON FIELD IN TURKEY (By Associated Press to Coo's Bay Times.)

CONSTANTINOPLE, May 24.—An official announcement today says the attack by the French and British forces yesterday on the Turkish positions near Seddulbahr on the southern end of the Gallipoli peninsula, were repulsed. It is stated the allies left 6,000 dead on the field.

MAN-OF-WAR SUNK

RUSSIANS LOSE ONE OF THEIR BIG FIGHTING BOATS

On Board Were 1,400 Men When Vessel Sent to Bottom of Black Sea (By Associated Press to Coo's Bay Times.)

BERLIN, (Wireless Sayville) May 24.—The overseas news agency gave out the following: "According to a Bucharest dispatch, the Russian armored man of war Winteleimon was sunk with 1,400 men in the Black Sea."

ADVANCE CHECKED. Report Austro-German Forces Stopped In Galicia (By Associated Press to Coo's Bay Times.)

LONDON, May 24.—Petrograd claims the Austro-German forces, after sweeping across the western half of Galicia, have been checked and have assumed the defensive.

WILL APPEAL CASE. NEW YORK, May 24.—William M. Evans, counsel for Barnes, announced this afternoon that an appeal would be taken from the verdict of the jury at Syracuse, which was in favor of Roosevelt.

MT. LASSEN ACTIVE. REDDING, Cal., May 24.—Mt. Lassen is more active now than ever. No further damage is reported but the crater appears even more dangerous than ever before. Times want ads bring results.

ASK FOR A PARDON

PETITION FOR T. R. SHERIDAN IS CIRCULATED

Directed to President Wilson and Is Being Signed by Many Persons Here

A petition is being circulated for presentation to President Wilson asking the chief executive to pardon Thomas R. Sheridan. The petition is being circulated in Coo's County by Walter Condron, who will take it to the different localities of the county. While only out since this morning he secured a large number of names, including many prominent men of the city. A similar petition is being circulated in Douglas County.

The petition sets forth the fact of the trial in the Federal Court, in which Mr. Sheridan was found not guilty on six counts and guilty on two counts and that he was sentenced to five years imprisonment on each of the two counts. The petition sets forth that it is the belief of the signers that Mr. Sheridan did not intend to do wrong, having been authorized to use certain money entrusted to him and for which he was convicted on a charge of appropriating depositors' money when president of a bank in Roseburg.

YOUNG LADY ABOARD

MISS FALKNER, OF ABERDEEN, AMONG THOSE ON BOARD

Experience Being Ship Wrecked and Rescued by Trip Across the Life Line.

One young lady was among those aboard the Claremont who passed through the experience of being shipwrecked and being carried from the vessel over a line. She was Miss Oinetta Falkner, of Aberdeen, a cousin of Alfred Hart, who was also aboard. Mr. Hart is a nephew of one of the firm owning the vessel, the Hart-Wood Lumber Company. Mr. Hart is a young man who recently graduated from Stanford University. He was listed as a member of the crew.

When the line was secured from the dredge Miss Falkner was to go across first, but the sailors would not hear of her risking the trip until the line had been tested. The first man across was swept through the water as the line was slack. When it was seen that he reached the Michie in safety Miss Falkner then took her turn. She too, went through the water, but did not mind the experience and on reaching the Michie smiled back and waved to the others on the Claremont. The young lady had her clothing drenched and all that could be provided in the emergency in the way of dry clothing was a suit of overall trousers and jacket. On reaching Empire the young lady was taken to a residence and provided with other clothing. She did not seem to mind her experience and took it all with as much bravery as the men sailors.

Mr. Hart and Miss Falkner went to Portland on the Breakwater yesterday.

Lost Her Trunks. It is stated that Miss Falkner had been attending Stanford University and was on her way home. She had three trunks aboard the vessel containing her clothing. It is reported today that all three of the young lady's trunks were stolen from the ship by the beach combers before they could be removed by the captain of the ship.

SEES CURRY COUNTY

SECRETARY OF AGRICULTURE HOUSTON VISITS BROOKINGS

Takes Trip From There to Forests and is Given a Banquet by The People.

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