

SHIP COMES BACK

BARRENTINE TURNED INTO A BARGE TO AGAIN SAIL SEAS

Gardiner City, Built in A. M. Simpson Yards, is Resurrected From Obscurity

Ships built on Coos Bay have time and again demonstrated the fact that they are as stout as those built anywhere else in the world. This is ably demonstrated by the example of the four-master barkentine Gardiner City, built in the A. M. Simpson shipyards at North Bend in 1889 and long since turned into a barge which has just been sold to Seattle and is to be remodeled and once again will sail the seas "As staunch as she ever was," is the reported verdict of an officer of the Port Blakely Mill Company at Seattle, after he had bought the barge.

Scarcity of ships in the lumber trade is the cause of the Gardiner City's "coming back." Alluring rates for foreign cargoes, contraction of war and the like, have taken dozens of ships out of the coasting lumber trade. Right now there is in North Bend a cargo of lumber awaiting shipment through the Panama Canal to the Atlantic Coast.

The three-masted barkentine was built in 1889 of Port Orford cedar, oak and fir. She is of 475 gross tonnage, 159 feet in length with a breadth of 39 feet and takes 12 feet of water. The measurements of the Gardiner City are not much different from those of the old barkentine Northwest, which now obstructs the mill wharf on Isthmus Inlet.

San Francisco is the home port of the craft, this being so probably because of the fact that ships registered from Oregon ports are said to be liable to taxes of their home town the same as real estate.

According to old records it is shown that between 1859 and 1909 there were in all some 48 vessels built at the shipyards of Captain A. M. Simpson. These do not include the ships turned out in other yards on Coos Bay, the total of which would be surprising to the present generation.

HUMBOLDT JETTY WILL BE DONE SOON

Government Engineer Returns to Portland After Studying Method of Construction at Harbor

The following regarding the jetty work which is being completed at Humboldt Bay, of interest here, is from a Portland paper:

"F. S. Polhemus, assistant United States Engineer, has returned from Eureka, California, where he went to study the method employed in the reconstruction of the south jetty at the entrance to Humboldt Bay. Instead of being transported by rail over a tramway the material for the building of the jetty was ferried across the bay and dumped at the point needed by means of a crane. This plan eliminated the necessity of constructing a trestle. The jetty will be completed this month. It will be 4700 feet long. Its reconstruction has been in progress three years. Engineer Polhemus says since the project was started the channel has deepened considerably. An appropriation for the reconstruction of the north jetty at Humboldt Bay has been made and preliminary steps on the project have been taken. Engineer Polhemus states it is possible that the same method may be employed in building some of the jetties at Oregon coast ports as that put in force at Eureka.

WATERFRONT NEWS

Undergoing repairs and some changes in her cabins the gasoline passenger and freight boat Wah-tah was laid up for a time and the Hope is taking her run to Catching Inlet.

With 600 pounds of halibut to show for a few hours fishing the gasoline fishing boat Big Chief came in yesterday afternoon. The fishermen say that the halibut fishing is very good this year. On this last trip the boat went out at 4 a. m. and came back shortly after noon. They say the fishing is now between six and seven miles off the shore but later boats will have to go as much as 50 miles for halibut.

Mrs. Fred Catrall, who is visiting at the home of her sister, Mrs. T. Hall, has received a letter from her husband saying that he is sailing from Camden, N. J. for Bremerton, Navy Yards on Puget Sound. Mr. Catrall was formerly chief engineer on the Redondo plying out of Coos Bay but is now on the big Atlantic freighter O'Brien which was recently put into service.

WRECK OF THE CLAREMONT OFF COOS BAY SUMMONS THE BEACHCOMBERS TO ACTION

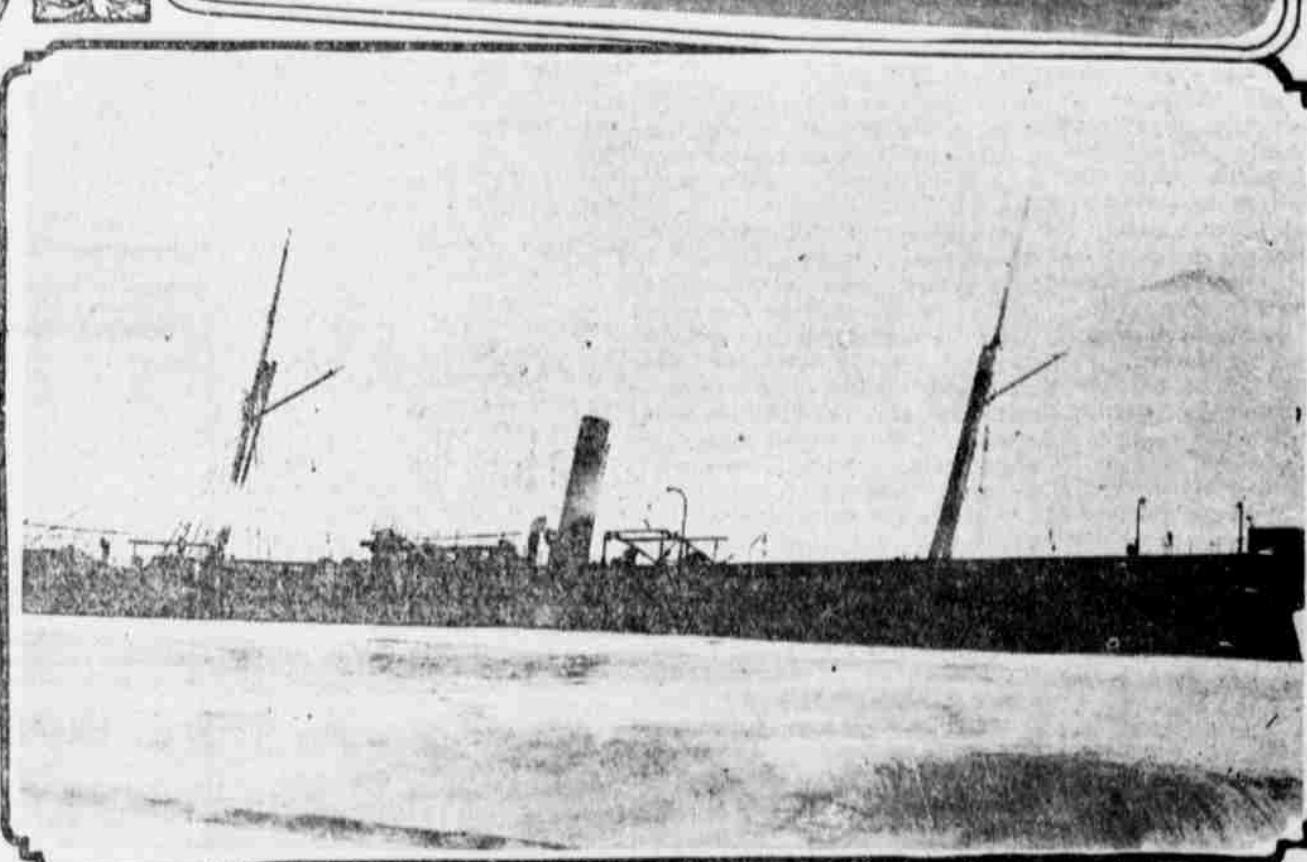


(The following article appeared in the Portland Sunday Journal and with the illustrations is reproduced by the courtesy of that paper.)

(By A. E. Guyton.)

THE disaster to the steamer Claremont, the remains of which are still clinging to the Coos Bay jetty, is proving to be the most productive wreck in recent years on the Southern Oregon Coast from the standpoint of the beachcombers. Portion of the wreck and cargo are still being secured.

"This is the first really decent wreck we have had in the past four years," was the remark of an old-time Coos Bay beachcomber as he surveyed his plunder and looked with longing eyes at what is left of the Claremont. He knows, too, for his hair is turning white and he is bent with age, and he has been a beachcomber ever since he quit the sea many years ago.



Wrecks along Southern Oregon coast that have been washed by beach combers: Top, left to right—Remains of Schooner Advent, lost January, 1913, in cove south of Coos Bay; all that is left of the Claremont, recently wrecked on Coos Bay jetty. Bottom, left to right—Lumber scattered along the shore after the wreck of the Marconi in 1907; wreck of the British steamer Bawmore, on the Curry county coast, September 1, 1895.

silk stockings, all of a different hue, but declares that they will be of use some time or other.

There are several styles of cargo which are especially desirable to the beachcomber. Lumber is always appreciated, as it serves to build houses and can be stored for use in making future improvements. There is quite a stretch of road on the beach which was built from the lumber which washed ashore from the steam schooner Cricket a year or so ago when she came near wrecking on the north spit of Coos Bay.

Whisky and beer are also highly coveted by the beachcombers, but it never is saved or laid away for future use. When liquor of any kind comes ashore the first order of business is to see that it is all consumed before attention is given to anything else.

When the gasoline schooner Berkeley, owned by the late R. D. Hume, was wrecked on the coast near the Umpqua River, there was quite a large amount of whisky aboard. The beachcombers came from far and near, and the hilarity continued for several days. It is said that the amount of liquor consumed on that occasion beat all previous records.

From the Umpqua River south to the California line the Oregon coast is a graveyard of vessels which were wrecked in various ways, and all to a greater or less extent contributed something to the support of the beachcombers.

The wreck of the Advent several years ago was quite convenient for the beachcombers, because there was plenty of time in which to make preparations. The captain attempted to sail in over the Coos Bay bar when the wind died down and the schooner floated over on the south spit. She was left by the crew and it was some hours before she finally was carried into a cove in the big rocks south of the bar. The beachcombers hovered on the cliff above waiting for the vessel to strike and when she did it was easy to lower ropes from the cliffs and get down to the wreck.

An agreement was made whereby one party of beachcombers was to take everything off the wreck while the other party remained above and hoisted it up. This plan worked splendidly, but after hours of pillaging those who were on the wreck finally got back to solid ground to find that the party above had taken all the plunder excepting a few boxes of canned vegetables. There was nothing to do. The Simpson Lumber company, owning the vessel, sent a gasoline boat and crew to save all that could be moved from the boat, but before the salvagers got there the beachcombers had done their work thoroughly.

A Disastrous Venture

The rocky coves south of the Coos Bay bar have all seen the death place of some vessel and each is named for the vessel wrecked in that particular place. One is the Julia Ray cove, where a vessel of that name was driven and left high and dry when the tide went out. A number of prominent Marshfield men bought the wreck and a North Bend man bought the cargo expecting to make something by salvaging it. They left one of the beachcombers in charge as watchman and the next morning when the wrecking crew

crew by means of ropes lowered from the cliff, as they did in the case of the Marconi, but there was aboard a large quantity of dynamite. With the vessel dashing against the rocks it was feared that this dynamite would explode, but this danger did not drive away the beachcombers. The next day the life-savers took off the explosive.

The wreck of the Gussie Telfair years ago was a godsend to the beachcombers. She struck inside the harbor at an old jetty built at the mouth of an tributary stream. She was laden with coal and the beachcombers secured no end of fuel. The boilers of the old boat can still be seen in the bay at low tide. Another coal carrier which was wrecked at Coos Bay was the Wetmore, which sank north of the entrance. She was the first whale-back that ever visited this locality. An attempt was made to save her cargo of coal, but it failed, and the beachcombers did not profit much either. The Wetmore, the Arago and the Clarina are all buried in the sand under the surf in a row north of the Coos Bay bar. The Clarina, when she wrecked in 1910, produced a good deal of lumber and other goods, but as 24 men were drowned at that time, the interest in beachcombing was somewhat less than ordinarily would have been exhibited.

The Alpha, which went ashore near the Umpqua River, the Noveltie, a Simpson schooner which was beached north of Coos Bay, and a number of others have wrecked in this locality to the profit of the beachcombers. The mouth of the Coquille River has also claimed its toll of vessels, and Curry County in the vicinity of Port Orford also has charged against it a good many sea disasters.

Bawmore Wreck Proves Prize.

The greatest prize of all for the beachcomber was the wreck of the big British steamer Bawmore, which occurred September 1, 1895. She was beached between Bandon and Cape Blanco, and gradually sank in the sand, but not until an enormous amount of the cargo had come ashore and the beachcombers had chances to walk out to the wreck. It is a lonely portion of the coast where the Bawmore went ashore, and the members of the crew improvised a camp on the beach and put up the British flag which they had taken from the vessel. The Bawmore was bound from Glasgow, Scotland to Callao, Peru, and in her cargo were large quantities of valuables, including elegant silks and other expensive goods for the South Americans.

Among the things cast ashore was a street car which was being shipped to Callao. This was the first street car that ever landed in Curry County, and the last, for that matter, for it was the only street car ever in that section of the state. It was used as a residence for a long time. A hand some silver-mounted harness, intended for some Peruvian noble, was also a part of the plunder. There was foodstuff, clothing and all kinds of merchandise. The vessel was valued at \$150,000 and the cargo at \$1,000,000, and, as the latter was thrown overboard in the hopes of lightening the vessel, it can be realized that the harvest was the greatest for the beachcombers in the history of the Oregon coast. The finest of wines and liquors,

which were seized in great quantities, were put to immediate use and served to add to the joy of the occasion.

A beautifully carved chest from the Bawmore was taken by one beachcomber, who believed it to be a great treasure. The chest was heavily hoisted and was very weighty. Not daring to open it in the presence of others for fear he might have to divide the spoils, the tricky man carefully hid it away in the sailors' improvised camp and another beachcomber who was watching him just as carefully stole it at the first opportunity. The last possessor decided to take no chances, so he carried the heavy chest far up into the mountains in the night and made a fire to examine the contents. When the chest was opened it was found to contain religious paintings designed for use as stations of the cross in some South American Catholic church.

TELLS OF T. MINOT

SAN FRANCISCO PAPER GIVES STORY ABOUT ATTORNEY

Man Well Known Here Says Lawyer's Office is "Deadfall" and Feels It.

The San Francisco Examiner prints the following, which is of interest here:

Attorney Thomas S. Minot went to the office of Attorney James P. Sweeney in the Nevada Bank building yesterday, had his deposition taken and lived to tell the tale.

A week ago Minot made an affidavit to the Superior Court in which he declared he would not go to Attorney Sweeney's office because it was a "deadfall," being located in the attic of a building and that he might not come out of the office alive.

Sweeney petitioned Judge Crothers yesterday to strike this affidavit out of the court records, on the ground that it was scandalous. The court ruled that the affidavit should be stricken out and Minot should go to Sweeney's office at 4 o'clock and give his affidavit.

Minot and Ray Rider, his attorney, were on hand. They entered the fearsome office, Minot's deposition was taken and both left the place in safety at 5:30.

Minot is suing Sweeney as the trustee of an English syndicate to recover \$100,000 fees in connection with oil claims in Kern County.

WILL ERECT WOODEN WAR MONUMENTS

Have Plan Whereby Those Who Contribute Can Drive One Nail Into The Wood

(By Associated Press to Coos Bay Times.)

AMSTERDAM, June 17. — Potsdam, Heilbron, and other German towns have joined Berlin in erecting wooden war monuments, the surface of which they are covering with nails hammered in by contributors to war charities.

The Potsdam monument is in the shape of a giant cross, Heilbron has an equestrian monument of the Iron Hand, while other cities have erected colossal figures of eagles, peasants, and characters from German folk lore or mythology.

In the case of the Potsdam monument, subscribers of ten cents to the war charity fund may drive one iron nail, subscribers of fifty cents one silver-headed nail, and subscribers \$2.50 a gold-headed nail.

It costs one cent a word to tell your story each day in The Times want columns