

Coos Bay Times Your Paper

The Coos 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.

Coos Bay Times

MEMBER OF THE ASSOCIATED PRESS

A Southwest Oregon Paper

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

Vol. No. XXXIX.

Established 1878 As The Coast Mail.

MARSHFIELD, OREGON, WEDNESDAY, NOVEMBER 3, 1915—EVENING EDITION.

A Consolidation of Times, Coast Mail and Coos Bay Advertiser.

No. 87

EIGHT BODIES FOUND--MORE MAY BE DEAD

FEAR THREE MORE OF SANTA CLARA CREW MAY BE DROWNED

FIRST ASSISTANT ENGINEER AND FIREMAN ARE NOT YET ACCOUNTED FOR AND THOUGHT TO HAVE BEEN LOST FROM SMALL BOAT

ALL PASSENGERS WERE FOUND BUT TEN

THESE, HOWEVER, MAY BE IN THE CITY AND FOUND LATER — DISTRESSING INCIDENTS FOLLOW THE DISASTER

LATEST NEWS OF WRECK

Eight bodies of Santa Clara victims have been recovered and six of these identified.

Three more of crew, it is feared, may be lost as they are not located.

Ten of those in passenger list are not accounted for but may be in the city and safe.

The Santa Clara is 200 yards from the point where the Marconi went to pieces.

She may stand long enough for some of the freight to be saved, but boat will be total wreck.

Loss on vessel estimated at \$150,000 covered by blanket insurance.

Loss on cargo probably \$50,000 partly covered by insurance held by consignees.

The wreck of the steamer Santa Clara last evening on the South Spit at the entrance of the Coos Bay bar caused the loss of eight lives, and possibly more. Eight bodies have been recovered, and all women and children but one.

FEAR MORE LOST.

It is feared that the first assistant engineer and a fireman and the mess boy, Jack Farrell, may also be lost, as they cannot be accounted for today. However, they may turn up.

The last seen of the two first named they were in the small boat which turned over when loaded with members of the crew, and they had no oars.

ARE NOT ALL FOUND

In checking off the passenger list there are ten persons whose names are given. These persons may be safe in the city, or some of them may be lost. It is expected that most of them will turn up.

All eight bodies found have been identified.

SHOCKING DISASTER

The wreck was a horrifying disaster which shocked the community. There were many sad features about it. The survivors suffered greatly until help could reach them.

VIEWED BY MANY.

Today many are going down to the scene of the wreck in gasoline boats. Many autos went down last night, but there were so many which were stranded the people preferred boat travel today.

WILL BE A TOTAL WRECK

The Santa Clara is today about 200 yards from Marconi Cove and may hold together long enough to get off some of the freight, but will eventually be wrecked on the rocks. There is no chance of saving her as her bottom has been badly damaged.

CAPTAIN AND MEN SAVED.

Captain A. Lofsted and six members of the crew who were turned out of a capsized boat and who were believed to have been lost, were late last night rescued.

They had gotten back to the Santa Clara and were reached by the Coast Guard crew and removed to safety in the breeches buoy.

SUFFERING IS GREAT

The dead were all women and children passengers, excepting the one sailor.

Much suffering was borne by the survivors on account of the isolated spot where they landed, the heavy rain and the darkness adding to the distress.

STRUCK ON SOUTH SPIT

The Santa Clara struck as she was crossing over the bar. She went side on at the South Spit at a point opposite where the portion of the jetty shows above water. She was carried in toward the south and finally stranded about half a mile from shore, opposite the cove where the Marconi was wrecked.

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THE KNOWN DEAD

MRS. M. J. DUNN, of Butte, Mont., sister of Mrs. Dan McDonald, of North Bend.

MRS. D. H. THORNE, of Hood River, Oregon.

EUGENE GILLENWATER, aged 7 years, son of A. S. Gillenwater, of Seattle.

MRS. S. CALBECK, of Salem, who was coming to visit at North Bend.

MRS. B. CULLEN, identified by Father Hogan as housekeeper for Father Black. She was coming here on a surprise visit to some friends.

DELMAR BOGUE, aged 9 years, son of Mrs. Jennie Bogue, and has brother at McDonald and Condron camp here.

HARRY ANDRADE, oiler on Santa Clara.

ALFRED CROWLEY, son of B. J. Crowley, of Sedro-Wooley, Wash., aged 13 months.

The Passenger List

The passengers who were saved are:

- Anderson, R. W. Gillenwater, A.
Ballard, Mrs. F. T. Gillenwater, Hugh
Ballard, F. T. Holgart, Chas.
Ballard, Lucille Hunter, W.
Bogue, Mrs. Jennie Kanack, Henry
Bogue, William Larson, J. W.
Bogue, Henry Murphy, Patrick
Cramer, J. Morris, Mrs. H. A.
Church, Alice Martin, A. P.
Crowley, B. J. Marguard, W. G.
Crowley, Mrs. B. J. McCarn, H. H.
Costigan, M. Neill, J. Jr.
Dunn, Ray M. Stenhouse, G. W.
Dunn, Margaret Kincaid, Chas. C.
Davis, Dr. D. F. Sykes, E. A.
Weikel, Martin Thorn, D. H.
Gillen, J. A. Turney, Annie
Ballard, Mrs. D. T. Noyes, John W., Eureka.
Gillenwater, A. S. Ballard, D. T.
Jas. Lawson, Ferndale, Cal.

UNACCOUNTED FOR

Those unaccounted for this afternoon, but who may be safe are:

- G. Allen S. Collins
J. A. Gillen T. Gaff
Mrs. H. A. Norris James Hayes
Henry Kanack W. G. Marquard
Jones, Fred.

IDENTIFIED DEAD

The known dead are:

- Delmar Bogue Alfred Crowley
Mrs. M. J. Dunn Eugene Gillenwater
Mrs. D. H. Thorn Mrs. D. Cullen
Mrs. S. Calbeck, of Salem.

The above list of passengers on the Santa Clara was telegraphed from Portland about midnight and may contain some inaccuracies. It is said some left the boat at Astoria and did not get back before she sailed. James Lawson, of Ferndale boarded the steamer at Astoria. He is among the rescued.

NOT LIKELY ABOARD

LOCAL PEOPLE ANXIOUS ABOUT PARTY OF THREE LADIES

Included Miss Graham, of Portland and Two From South Bend —Not in List

It is not believed that Miss Gale Graham of Portland and Mrs. E. K. Rooney and Mrs. Hale of South Bend, Ind., were aboard the Santa Clara. Last night several ladies of Coos Bay who expected them were at the scene of the wreck and looked over the dead.

It was a trying experience for the ladies but they were determined to see if their friends were among the

dead. The local ladies wept as they viewed the dead women in the darkness of the porch as matches were struck and held to the faces of the wreck victims.

The names do not appear in the list and it is thought that the three did not get away from Portland on the Santa Clara.

TO TRY IT AGAIN

Though they were in the surf yesterday and had narrow escapes, John W. Noyes, of Eureka, and George Stenhouse, are willing to try the water again and this morning secured tickets on the Kilburn for Saturday and will sail then for Eureka.

Both men said that they were not scared out yet and hoped to have better luck the next time.

STORY OF STEWARD

C. PHILLIPS TELLS MANY SIDE-LIGHTS ON DISASTER

Say There Was No Panic Among Passengers or Crew—Last Boat Swamped While Being Launched

C. Phillips, steward of the Santa Clara, was one of those who were swamped in the last boat to be lowered, and who swam ashore. When he reached the beach, his legs were too weak to sustain him and he had to be lifted out of the water by parties on the beach.

"It was about 4:30 when the Santa Clara first struck," he said last night. "I went down to my room about 4 o'clock to lie down and was resting when it occurred. I immediately got up and started for the deck and in a few moments, the ship struck again and soon afterwards, Capt. Lofsted sounded the four whistles, indicating distress. Immediately the wireless operator began sounding the S. O. S."

"As soon as the distress signal was blown, we began getting out the life preservers and putting them on the passengers and crew. Many were greatly excited but were all following orders pretty well."

"In the meantime, the Santa Clara hung up for a time. The tide was flooding and soon lifted her off again and we were carried along the cliffs on the ocean side of Coos Head."

"When Capt. Lofsted ordered the boats to be lowered, the men were ordered to the upper deck and the women and children assembled on the lower deck. There was no panic and the crew worked perfectly, quieting and reassuring the passengers as best they could."

"I think there were about a dozen women and a dozen children on board. These were put in the first boat. It seemed to us that the boat was practically on the beach when it overturned and we all felt certain that the occupants could get safely up on the beach from where it was wrecked."

The next two boats got away all right. In one of these we put an old man, who was crippled, his wife and a little child. The reason they were not put in the first boat was that they remained in their stateroom and we did not find them until after the first boat left.

"Before one of the boats left, a young fellow came to me and said that he had a mother getting into the boat and he wanted to bid her good-bye. He said that he did not want to get in. I let him down and he bade her good-bye and came up on deck again. Soon after I got up on the beach, this same youth came to me and thanked me."

"The last boat to be lowered was the largest of the lifeboats, being able to carry about thirty-four. It was heavy and unsteady. Only members of the crew then remained aboard. There were about twenty-five I think."

"We had to lower it from the boat and the ropes on the fore end stuck. The stern lowered all right. It was standing on an angle when the sea hit us. Meantime, the ship had swung around with her stern to the sea, so we had no lee side to lower the boat on."

"When the sea struck the boat, it must have lifted it twenty feet. It seemed to me as though I was shot out of a catapult."

"I came to the surface on a wave and started swimming. The last view I got of the ship I saw Capt. Lofsted clinging to the falls. He was the last man to attempt to get into the boat. I only saw him an instant."

"Before getting into the boat, I slashed my shoe strings so that I could kick my shoes off if I had to swim. I had a life preserver on and I could not get my hands down to remove my shoes. Finally I turned over on my back and got them off. I succeeded in getting my coat off. I worked in under the big cliff and there struck a current that seemed to carry me seaward until the heavy seas came. I must have been there ten minutes before a big roller came in and I got on it and was swept up close to shore. I heard someone and called to them for help. They reached me and pulled me out. My legs would not support me but I think I would have been able to float and

CAPTAIN LOFSTEDT SAYS THE STEERING GEAR FAILED TO WORK

VESSEL WAS THROWN ON THE SOUTH SPIT AND IN HELPLESS CONDITION WAS POUNDED 'ABOUT AND STRANDED

SKIPPER IS PRAISED FOR HIS CONDUCT

MASTER OF SANTA CLARA GIVES DESCRIPTION OF JUST HOW THE LOSS OF HIS VESSEL LAST EVENING OCCURRED

"It was the steering gear. It went wrong somewhere and refused to answer the helm after we had turned in to cross the bar. The seas caught us then and drifted us, helpless, onto the South Spit." This was the brief statement of Captain Lofstedt of the Santa Clara, a moment after he was hauled up on the cliff overlooking the wreck in a breeches buoy. He was the last to leave his ship and came only after all lights on board had been "doused" that there might be no danger from fire.

COAST GUARD CREW TOIL

Captain Britt, of the Coast Guard Station, and his crew of men, toiled for hours through utter darkness and dense underbrush to get their lines and tackles rigged on the cliff overlooking the wreck and some 200 yards away. They were successful in bringing ashore in the breeches buoy the last seven men aboard, all members of the crew and including the skipper. These are some of the men who attempted to leave in the sixth life-boat which was capsized by a heavy sea, sending them all into the breakers. These seven men struggled back on board.

Practically the same story was given by Quartermaster Lahke, who was at the wheel when the Santa Clara struck. "It wouldn't work," he said last night. "I had it put far over to starboard in an effort to throw the ship away from the spit. It was no use, the wheel would not respond."

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swim for a half hour or more if necessary.

"Among those in the last boat who got ashore before I left were First Officer Tissel, the boatswain, Walters, Norman, Parkinson, Fred Stewart and Edwards."

"After we had got the life preservers on everybody, I went below and cut off about twenty feet of light rope which I put in my pocket for emergency purposes. I figured that if I was unable to leave the ship, I would climb well up in the rigging and lash and tie myself fast. I was in one shipwreck and know that the intense cold would probably soon overcome a man. Nearly always any vessel's rigging will stand for many hours and give a fellow a better chance. I was in one wreck near my old home at Sydney, Australia. I am a good swimmer and this was all that enabled me to save myself."

"A traveling man representing Lowengart Millinery House at Portland was at the dock ready to sail when I told him about a competitor just having gone back from here. He decided it was useless for him to make the trip and so did not come."

"At Astoria, an old man, named Lawson, of Eureka got aboard. Four others who were to have got aboard there failed to get on. Two of them were an elderly couple."

"According to my count, there were forty-nine passengers and forty-four crew aboard the Santa Clara." Phillips lost everything he had. He came to The Chandler about 9:30 and was soon rigged out with clothing, and cared for, everybody doing everything possible for him."

SYKES ARRIVES IN

E. A. Sykes, of Portland, who travels for the National Cash Register Company and who is quite well known on the Bay, caused considerable uneasiness this noon by not putting in appearance. He arrived at The Chandler about noon, after some of his friends had about concluded that he must be among the missing. His wife in Portland was greatly alarmed and called The Times office in an endeavor to locate him.

BATTLE WITH SEAS

FIRST OFFICER AND BOATSWAIN SAVE LIFE IN BREAKERS

Hands are Badly Lacerated From Attempting to Cling to Rocks — One Lives to Seas

First Officer Tissel and Boatswain Manning were in the last boat that attempted to leave the Santa Clara. Both good swimmers were tumbled into the water from the port side and started for the shore.

"The sea carried me around the bow and far to starboard," said Mr. Tissel this morning, as he sat in negligence garb in the offices of the North Pacific Steamship company. With his chair tilted back to the wall, and smoking a good cigar, the first officer could laugh about an experience that last night looked like his last.

Held to A Rock

Despite the fact he is a good swimmer Tissel was buffeted until almost out of breath when he managed to grab hold of a rock. He pulled himself up under the cliff and was immediately washed down again. There was another struggle and the next time he got back there was a call from the boatswain for a hand.

Washed Into Sea

Up he came and off the two men went into the sea. They did this several times. Mr. Tissel exhibited both hands torn and lacerated from trying to hold on in the breakers.

Both men the last time they washed off were swept far to the south and around a little eddy in comparatively smooth water.

"And then I felt something strike my stomach" Mr. Tissel said, and he is a portly man, "and I knew I was ashore. You bet I got up on the beach in a hurry." The Boatswain went with him and together they went to the cottage on the beach to get dry and aid the passengers.

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