

## PALACE MEAT MARKET

THE BEST Meat Market  
THE BEST Meats  
THE BEST Bologna,  
Weiners and Pork  
Sausage  
THE BEST Variety.  
THE BEST Service.

THE BEST Booth's Fresh  
Oysters  
THE BEST Delivery Ser-  
vice.  
THE BEST Care taken  
in putting up  
orders.

Phone 406J 180 No. Broadway  
Children calling and phone orders given special attention

## EXPERT WELDING of METALS

Steel, brass, cast, iron and aluminum castings made like new

DEMONSTRATIONS DAILY.

### Koontz Garage

Phone 180-J. North Front Street

## GRAVEL

We are now prepared to furnish GRAVEL in any quantities from pile in our yard or in carload lots, at following prices:  
From pile on ground, \$2.25 per yard.  
Carload lots, taken from cars, \$2.00 per yard.

Retail Department.

### C. A. Smith Lumber & Mfg. Co.

Opposite Post-Office. Phone 190.

## Abstracts

FOR RELIABLE ABSTRACTS OF TITLE AND INFORMATION ABOUT

### COOS BAY REAL ESTATE, See TITLE GUARANTEE & ABSTRACT CO., Inc.

MARSHFIELD AND COQUILLE CITY, OREGON  
GENERAL AGENTS, EASTSIDE AND SENGSTACKEN'S ADDITION  
AGENTS FOR CANADIAN PACIFIC RAILROAD LANDS  
HENRY SENGSTACKEN, MANAGER

## VERZON AUTO LINE to

### EMPIRE AND SOUTH SLOUGH

Leave Busy Corner, Marshfield 10:00 a. m. 2:00 p. m. 5:15 p. m.	Leave Empire. 8:15 a. m. 12:00 noon 4:15 p. m.
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Always on Time.

Marshfield Phone 298. Empire Phone 5013

T. VERZON, Proprietor.

Times Want Ads Bring Results

## Do You Want a Position?

You can get it! You can get a good one!  
You can get as good a one as you can fill!

Don't get the blues because some grouch turned you down; don't be foolish just on account of the frown on some old fool's face. Buck up! Get busy.

Remember that when Wall Street refused to advance another dollar to finance the United States in the days of the war, it was advertising that saved the Union. Jay Cook went to the people! He went in pages! He told his story in the newspapers. He advertised—big and little—by and large—and the people came to the rescue. They got the money out of the old clock, and from under the loose brick in the old hearth and they bought the bonds Wall Street refused to touch. If you can't get the job you're trudging around town trying to find, carry a Want Ad in The Times. Make it sensible; tell your qualifications; tell 'em how hard you're willing to try to please; tell 'em who you are and what you are; where you've been and what you've done. Tell your story in words written as you would in words spoken. Take more space and make it clear and strong and convincing. Learn how to use Want Ads so as to get what you want. If you're a good book-keeper—say so—and prove it—tell the facts—without names—but give the gist of it. A good Want Ad will pull you through. Try it and see. Don't get discouraged. A good, strong want ad never failed yet—repeated two or three times.

## Coos Bay Times

The Paper that Makes Little Ads Pay Big

## MATT L. MAY

CHANDLER HOTEL, MARSHFIELD  
OREGON  
Telephone 20  
REPRESENTING  
HAAS BROS.  
GROCERS  
ARMOUR & CO.  
PROVISIONS

AMERICAN BISCUIT CO.,  
CRACKER MANUFACTURERS  
ASTORIA FLOURING MILLS  
CO.  
FLOUR AND FEED

WEAVING—All kinds a special-  
ity. Mrs. W. W. Nason, 680  
12th Courth, So. Phone 220-R

### WESTERN LOAN AND BUILDING CO.

Assets \$2,340,000.00

Pays 8 per cent on savings

### I. S. KAUFMAN & CO. Local Treasurer

### SOUTH COOS RIVER BOAT SERVICE

#### LAUNCH EXPRESS

Leaves Marshfield every day

8 a. m. Leaves head of river

at 8:15 p. m.

#### STEAMER RAINBOW

Leaves head of river daily at 7

a. m. Leaves Marshfield at 2 p.

m. For charter apply on board.

ROGERS & SMITH

Proprietors

### "700 Orders Behind"

"I am 700 orders behind because of newspaper advertising."

"I have never tried to reach customers by other mediums."

Thus writes an automobile manufacturer in the presumably dull August of 1915.

He has found more business than he can take care of in these disturbed times.

There are others like him and their names will be found among the newspaper advertisers.

Business comes to those who go after it.

# Thrilling Experiences Told by Survivors

## BOY TELLS STORY CAPT. LOFSTEDT SAYS THE STEERING GEAR FAILED TO WORK

13-YEAR-OLD JAMES NEILL,  
GIVES EXPERIENCE

Says He Was Not Frightened, But  
Rid of Clothes So He  
Could Swim

James Neill, aged 13 years told of his experiences. At the time he was in the restaurant, getting something warm to eat. Claude Moon kindly looked after the boy and took him to his home for a good rest. The boy had on his sweater, but from his waist down his only covering was a blanket, as he had discarded his trousers so he could swim if he had to.

Young Neill has a cousin who was working as mess boy on the boat and he was making the trip to Los Angeles. His parents live in Portland.

#### Not Badly Scared.

"You see, I was going down to California and went on the boat with my cousin," said the little fellow. "I knew when the boat struck, but I thought, and other people did too, that she would get off again. I stayed on the lower deck with the other people until we were told to get into the life boat. I had put on my sweater, so I would not be cold, but when I got in the life boat I thought I had better be able to swim, so I kicked off my shoes and pants.

#### No Confusion.

"Nobody seemed to be frightened very much and there was no confusion. Everybody did what the captain told them to. I saw the boat turn over with the women and children in it. It was the first boat that was lowered, and I was in the second. I think the boat that turned over struck something.

#### Got In Safely.

"I don't know just how many there were in our boat for I didn't have time to take notice. I think there were four boats used, but I couldn't say for sure."  
Young Neill is a bright little chap and says that outside of getting pretty wet and suffering from the cold he was not hurt in any way. His cousin also got out safely.

## MANY BRAVE ACTS

J. W. NOYES, OF EUREKA, RES-  
CUES WOMAN AND GIRL

Sailors From Vessel Do Effective  
Work—Mr. and Mrs. Wasson  
Among First to Help

There were many acts of heroism in connection with the wreck. J. W. Noyes, a modest middle-aged man, of Eureka, told last night of two rescues he made. Mr. Noyes lives at Eureka, where his son, Guy Noyes, is in the Postoffice, and he was returning from a long trip.

It was due to his pluck that the wife and daughter of D. L. Ballard, an invalid, were saved and put in a boat. Mr. Noyes himself was washed overboard.

#### Sailors Worked Well.

The sailors from the Santa Clara did excellent work in taking care of the injured and unconscious. They understood what to do and worked with intelligence and dispatch. They worked for a long time over some of the women and children in efforts to revive them. Even those who were apparently dead were given attention until there was no further hope of saving them.

#### Rendered Great Aid.

Mr. and Mrs. Tom Wasson were among the first to reach the place and did much to relieve the suffering. Mr. Wasson got out his automobile and made two trips to North Bend and Marshfield, carrying up the suffering women and children. Mrs. Wasson, with one of the only lanterns available early in the evening, went about the women and gave what relief was possible.

#### All Ready to Help.

Everybody who could give any help was ready to assist, but it was difficult to do anything, on account of the great distance from the cities and the long time required to get there. Coverings were gathered from what few houses there were in the neighborhood so the women and children could have some warmth. Most everyone was wet through and frightfully chilled.

#### Brought Blankets.

A. J. Mendel, of the Hub, took a quantity of blankets and went with Dr. Houseworth, but the machine broke down and unfortunately the

Times want ads bring results.

## BOY TELLS STORY CAPT. LOFSTEDT SAYS THE STEERING GEAR FAILED TO WORK

### STRUCK ON SOUTH SPIT

Captain Lofstedt continued his story: "When the wheel went faulty I called from the bridge for full speed astern. It was too late then. A moment later and we struck on the South Spit. We bumped once or twice and the seas, which were fairly large then, seemed to carry us entirely over the spit and into deep water again when the vessel swung clear for a time.

### AFRAID TO LOWER ANCHOR

"I was afraid to lower by anchors there. Not a bit of chance of getting the ship out, and I thought if she was going to be a total wreck the best way would be to let her drift as far inshore as possible to give the people a better chance of getting saved"

### CAPTAIN OLSON APPROVED

Captain Olson, of the Adeline, told him: "Captain, you did exactly right. We were watching you and knew that the lowering of the anchors would not have been for the best. You did exactly right all the way through and I want to commend you"

Before the Coast Guard men reached the bluff the men aboard the Santa Clara had rigged their line gun from a point abaft their funnel and on the second attempt had shot a line directly over the limb of the tree to which it was later made fast.

### Delay Explained

Captain Lofstedt explained their delay in getting the line ashore. "In the excitement someone threw the caps overboard. We tried to find more and later lighted the powder with newspapers. I was afraid some one was going to get hurt."

### Note Is Sent Ashore

The breeches buoy was rigged, a note was sent on the first rope to the men aboard the doomed craft. The first man off was C. Carlson, night watchman. He reported ever ything all right on board, though said the ship had filled with water and was going to pieces in places.

Captain Olson, of the Adeline, had early come to the point with two seamen from his ship left lying in the lower bay. She was ready to go out when the Santa Clara went ashore.

"It's all over with now," declared Captain Lofstedt. "Let me get down to my passengers."

### Captain Showed Great Feeling

Through it all the skipper held his nerve until the very last when his pent up feelings overcame him for a few moments on the beach. Every one of the officers, the sailors and the passengers had only praise for the cool headed way in which he directed the lowering of the life boats from the bridge. The crew went to their posts, as in drill, and there seems to have been very little confusion about the decks.

### Coast Guard Hurried Down

When the Coast Guard lookout at the North jetty reported the wreck, Captain Britt and his men hurried down from the station in their power boat. They saw nothing could be done from inside the bar and went back for their breeches buoy and gun to shoot a line from the cliff north of Bastendorf beach.

### Went Through The Brush

Back through the pitch darkness and the rain came the life savers bearing on their back huge coils of heavy rope, tackles and the line gun. They broke a path in the dense forest and underbrush out to the point nearest the wreck where a big bonfire had been made.

Several men could be seen about the decks. It was first thought there was only one man aboard but more were traced by aid of the lights on deck.

### Was In Lower Bay.

Captain Olson, of the Adeline that was in the lower bay waiting to go out when the Santa Clara sent out here S. O. S., had come ashore with two seamen and had come early to the cliff to aid in the rescue. "I knew from experience that this is the point they could be taken ashore at," he said. The first time Captain Olson was on the point he had been lowered over the cliff by his sailors to aid in rescuing people from the old Marconi.

### Messman Comes Ashore

The second man to come through the darkness in the buoy was Fred McKay, officer's messman. Next came Chris Iverson, a sailor. He had been capsize in the last boat launched, was thrown in the water and finally was swept back to the ship where he grabbed a stray line and came aboard again.

### Two Men Are Missing

He reported seeing two men in a boat not long before. Other men later supported his story. He said the boat was inside the breakers and once was within a few feet of the ship. They were unable to rescue them. He did not know whether or not they were drowned and he could not tell who they were.

Paul Handless, quartermaster, was the fourth man ashore. He said Captain Lofstedt was perfectly cool.

C. H. Lovell, third assistant engineer, was the next man and after him Alfonso Caers, a Belgian fireman.

### Captain Leaves Last

As the last light at the masthead went out Captain Lofstedt left his ship, stepped into the breeches buoy and hand over hand the life savers brought him to cliff. He dropped in a heap but after a few moments rest was able to start back with the men through the forest, bound for the beach.

### Vessel Master Sobs

He kept his nerve up but at the beach an old gray haired man, D. H. Thorpe, of Hood River, stepped up to him and wrung the skipper's hand. "Captain," and the voice of the old man shook, "I am glad you're saved. You did well. My wife is dead."

This was the breaking point and the commander of the ill fated craft gave way to his pent up feelings and sobbed. The old man spoke to him comfortingly.

"It wasn't your fault. We all know that and not a one of us is blaming you."

blankets did not reach there early.

### Offered His Room.

When some of the survivors reached Marshfield the proprietor of the Central Hotel left word in the restaurant for any who were wrecked to come to his place and sleep as his guests.

At first there were not many at the beach to help, but when the news of the wreck spread, big crowds gathered and everyone was being looked after.

M. Costigan, who was one of the passengers helped carry the body of Mrs. M. J. Dunn and found post cards written by Mrs. Dunn's daughter and evidently intended to be mailed by Mrs. Dunn. Mr. Costigan reported the matter today in hopes that it might help in the matter of identity.

Costigan was a passenger and got into the water and had to swim ashore.

## REMAIN AT POST

WIRELESS OPERATORS STAY  
TILL ORDERED BY CAPTAIN

Operator Williamson of Marshfield Station, Also Does Highly Efficient Work in Emergency

The two wireless operators stayed bravely by their posts on the Santa Clara. They are Claude E. Goodwin and E. L. Reimers. The latter was making a special trip. The two took turns on the vessel in different shifts.

Reimers was on duty when the vessel first struck. He called Goodwin and went down to see about the power for his wireless. The engineer told him that the power was on. Then the two operated.

#### Sends the S. O. S. Call.

First a message was sent telling what had happened and when the captain gave orders, the S. O. S. call was sent out. It was received by Operator Williamson at the Coos Bay station. The operators on the Santa Clara say that they sent to everybody they could reach the general distress call. It was also received by the Cape Blanco station.

Mr. Reimers said that it was half or three quarters of an hour after the vessel first struck that she was carried inward and south to a point opposite where the Marconi was wrecked.

#### Hour of Striking.

He looked at his watch and it was 4:35 p. m. when the vessel first struck the south spit. The operators continued at their posts until the captain ordered them to leave and save themselves. They then got into a life boat with others. Everyone was leaving the ship and they could be of no further service there and it was useless for them to remain. They said that had there been people aboard they would not have left as they probably could have had power to work the wireless for a little while longer.

#### Word Sent Around

It was after this that the captain and others got back on the Santa Clara. When the distress message was picked up at the Coos Bay station it was immediately communicated so that assistance from shore could be given.

The dredge Michie went down the bay from Empire, but could not do any good as the Santa Clara had been carried in too far and the dredge could not reach her to give her relief.

#### Thinks Bottom Out.

Mr. Reimers says that the vessel pounded frightfully and that he thinks her bottom was soon torn out, as he saw big pieces of timber coming up and floating away and that they must have been torn away from the bottom of the boat. He was further convinced in this opinion when some of the freight washed ashore. He thinks that this came out of the bottom of the boat.

#### Good Work Here.

Operator Williamson, of the Coos Bay wireless did highly efficient work. He was the first to get the news of the trouble and used the telephone to communicate to points from which help could be given. He remained at his station late into the night and long after the wireless on the Santa Clara was out of service. Mr. Williamson's work in the local station doubtless did much toward preventing even further loss of life. After the Santa Clara operators had gone he was able to communicate with the Adeline Smith, which was in the lower bay.

## RIDE IN THE RAIN

WOMEN AND GIRLS FROM VESSEL HAVE HARD TRIP

The first survivors to be brought away from the scene of the wreck came to Marshfield in Tom Wasson's auto. It was pouring down rain and they were just out of the water and in a pitiable condition. There were several young women and girls in the party and they suffered greatly, making the hard trip over the rough road and from the exposure in their drenched condition.

#### Ride Rough One.

They shivered in the rain and were jolted about over the 18 miles of road, much of which was exceedingly rough and not pleasant to travel, even when in normal condition. One of the young ladies was in a hysterical condition and all will suffer more or less from their experience.

In this first party to start for the city were A. C. Martin, of Newport; Miss Thelma Snell, of Meadowdale, Wash.; Miss Rachael Crowley, of Mill City, Oregon; J. A. Cramer, of Corvallis, Wash.; and Miss Alice Church, of Marshfield.