

# A SWAGGER SUIT

The **Right Kind** **Right Style** **Right Price** **Right Store**

**\$15.00** to **\$37.00**

Now is the **RIGHT TIME** to select that Suit and Overcoat. We positively guarantee every garment that leaves the store or your money back. **ARE WE RIGHT OR ARE WE WRONG?** Come, have a talk with us. We'll prove it.

## Hub Clothing and Shoe Co.

FOUR STORES

Marshfield Bandon Myrtle Point Powers

# ARE KNOWN HERE LADY IS INJURED

MANY PEOPLE LOCALLY KNOWN WERE ON SANTA CLARA

Had Narrow Escapes From Breakers—Relatives Seek Word of Those Thought Missing

As the aftermath of the wreck have come to light many stories of heroic rescues and narrow escapes, each one thrilling and full of the story of strenuous battle with the waves.

Mr. and Mrs. D. T. Ballard, and young daughter Lucille, of Sedro-Wooley, were coming here on the Santa Clara to see their son, S. E. Ballard, 13th and Commercial Avenue. All were saved, but Mrs. Ballard and daughter owe their lives to the foresight of J. W. Noyes, a little middle aged man of Eureka. Mr. Ballard is an invalid and he was saved.

He had made their acquaintance aboard and knew, when the vessel struck, that they were lying in their berths, seasick. He bundled them out of the cabins in their night clothes and placed them in the "bird boat" to leave.

As the boat swung away from the side of the ship and was lowered from the davits Mr. Noyes held them in. He was later knocked overboard and swam ashore with the aid of an oar.

Here to Visit Sister  
Miss Thelma Snell, of Meadowdale, Washington, was coming here to visit her sister Mrs. C. L. Shoffner, of Powers. She came ashore in the first boat and was saved, being among the first survivors to come up from the beach last night in Tom Wasson's car. She was located today and went to Powers.

C. W. Gibbs, of North Inlet, was down this morning anxiously scanning the passenger lists for Mrs. B. J. Caldwell, of Salem, an aunt of Mrs. Gibbs who was coming here from Salem to visit.

Her name was not on the passenger list. A wire from Salem last Sunday said that she would leave on the Santa Clara and a further telegram from Portland last evening said that she had sailed. It is possible that she may be among the dead or missing.

J. A. Cramer, of Corvallis, is the father of Mrs. Cecil Brown, whose husband conducts the Economy store in North Bend, was on board the boat. He was saved. Mr. Brown had all his Christmas goods aboard and Mr. Cramer was coming here to aid him with them.

### FEARED LOCAL PEOPLE ABOARD

Last night much apprehension was felt by relatives of several well known Marshfield people who thought that the absent ones were probably on board the Santa Clara.

One of these was Herbert Lockhart who has been at Salt Lake for several weeks. He is due home soon.

S. C. Small feared that his wife who has been visiting at Portland was on board but he finally got in communication with her.

W. J. Conrad and wife, her sister, Miss Kruse and another sister, Mrs. Cathay of Klamath Falls, and her two children were thought to be aboard but it was finally found that they had not connected with her.

Times want ads bring results.

MRS. ANNIE M. TIERNEY, SUFFERERS GREATLY

Shoulder Hurt and Nose Broken But Swims to Shore—Is Known Here

Mrs. Annie M. Tierney is well known by Mrs. F. R. Anthony of Eureka and Mrs. Anthony called on her today at The Chandler to offer any assistance possible. Mrs. Tierney was reared at Eureka and is the daughter of John Fanning, an old resident of Eureka. Mrs. Tierney was engaged as a seamstress at Eureka following the loss of her husband.

Suffered Greatly  
Mrs. Tierney suffered greatly last night. She was in a boat which turned over and found it necessary to swim for her life. She was accidentally struck in the face by some of the others. She had a bad gash on her face and when examined by a physician it was found that she had suffered a broken nose and a badly injured shoulder.

Exposure Severe  
She was exhausted from exposure after getting ashore and her clothing was drenched. She was wrapped in a blanket and given the best care possible in the little cabin on the shore until later when she could be carried over the trail to a more comfortable place.

The rain was pouring down and it was impossible to remove her in the dark without much danger.

### MAKE GREAT DRIVE

NEWSPAPER MEN TAKEN AT GREAT SPEED TO WRECK

Chauffeur Hurt and Another Is Taken On—Twenty Machines Are Stranded

The drive in autos to Baatendorf Beach was a very difficult one on account of the muddy road and when many autos attempted to make the trip the road was badly cut up. Soon accidents to machines began to occur and this morning there were twenty machines stranded on the road.

Driver Is Injured  
Probably the fastest trip made was in a big car run by Phil and Bud Emery. Phil Emery started out with several newspaper men and was making fine time when he injured his finger badly and fortunately his brother Bud happened along just then and got in and took the wheel and both stayed with the job.

Got Machine Through  
They were told that the newspapers were waiting to get the details and that their papers were demanding details and that what was learned would depend upon the auto getting the newspaper men there and back.

The machine was put through at a speed almost impossible on such roads but got through safely in better time than was made by any of the machines. It was a desperate drive but the chauffeurs made it.

### LEG IS BROKEN

Mrs. J. B. Crowley, of Mill City, whose little son was lost in the wreck suffered a broken leg, two broken ribs and serious bruises about the body, it was learned today. Dr. Ira B. Bartle was the first physician on the ground to give first aid attention to the survivors and he worked like a Trojan. Special mention should be given Tom Wasson, Claude Tucker and Judge Hammond for the use of their cars and the driving they did bringing the survivors to town over the horrible roads.

# DETAILS of SANTA CLARA WRECK

## SIMPSON TO RUN

FORMER NORTH BEND MAYOR MAY RUN FOR CONGRESS

Wreck of Santa Clara Expected to Cause Him to Reconsider Decision not to Run Next Year

As a result of the Santa Clara disaster, it is expected that L. J. Simpson, of North Bend, will reconsider his decision not to be a candidate for Congress and will soon make formal announcement that he will be a candidate on a harbor improvement platform, standing for further safeguarding lives and shiping.

Mr. Simpson was highly exercised last night when the news of the disaster was coming in. He was in Marshfield at the time. He did not go to the wreck, but sent word to his men at Shoreacres to take teams and clothing to the scene and to take all of the rescued possible to Shoreacres and care for them.

Later he issued the following statement.

"Once again Coos Bay bows her head in sorrow,—sorrow for the dead in its recent wreck,—which God knows was not Coos Bay's fault. To those eminent, resourceful and competent men who control the affairs of this nation, of which Coos Bay is an integral part, lies the blame for this wreck. Upon their souls let every dead body lie. While we of Coos Bay, we natives, we farmers, we producers, do not lay claim to any superhuman ability, to say whether or not our harbor shall be properly protected by this great government, nevertheless, we poor, ignorant beings, have requested time and time again by petitions and otherwise, for the restoration and the extension of our jetties, which in its all-wise wisdom our benign government, and those who manage it have seen fit to disregard. When an appropriation was made for the construction of the bar dredge and the operation of that bar dredge upon Coos Bay, many of the poor natives here predicted that the bar dredge possibly could deepen and extend our bar channel. There were, nevertheless, a lot of the poor natives here who contended that that bar channel could not be maintained without the rebuilding and the extension of the north jetty.

"The writer had the privilege of being the chairman of a Committee appointed by the Port of Coos Bay in the year 1913 to appear before the Board of Engineers for Rivers and Harbors Committee of Congress, and the writer recollects upon this lamentable occasion the particular statement of one of the members of that committee.

"The statement of that committee was as near as I can recollect as follows:

"Mr. Chairman, and members of Board of Engineers for Rivers and Harbors Committee of Congress: I am the captain of the Steamer Breakwater; I cross twice each week the Coos Bay bar, and I have crossed that bar for over five years twice each week, and I have had an opportunity to study conditions of the tide and the actions of the sea upon the bar, and my experience has led me to believe that you cannot make a safe entrance into Coos Bay dredge does until you rebuild and regardless of all the good the bar restore the north jetty. I say to you gentlemen, I have in my keeping, outside of the crew of the vessel which I have the honor to command each week almost one hundred human souls. I charge you now, gentlemen, Board of Engineers for the Rivers and Harbors Committee of Congress, that if in one of my trips through your failure to properly protect that harbor I should lose my ship, its one hundred souls, its crew and its cargo, should I be the one to survive, I charge you now that there shall rise up in indignation a voice which shall be heard from one end of the land to the other, the voice of Captain T. J. Macgenn, charging you gentlemen as murderers."

"Prophetic as were the captain's words—God bless him for the stand he took—we poor innocent people of an isolated but a great and good country, mourn the loss of many many innocent souls.

"I ask the people of Coos County, and the people of Coos Bay, whose fault it was? Was it the fault of the Captain who navigated the ship? Nay, nay. For was not his life as dear to him as yours to you, or mine to me, or any of his passengers? Was it the fault of the people who have ever, ever contended that we should have our jetty restored and rebuilt and extended? I say no. Then whose fault was it? It was the fault of a body of men who meet in Congress every so often for the purpose of doing something for the people that they represent; but

## they in their altruistic ideas consider the poor layman, the farmer and the producer, as people so far beneath them in mental ability that their suggestions should not be considered. So, they, in their benign and heavenly beneficence decided that the poor layman, the poor farmer, and the poor producer, had over-stepped their bounds when anything was suggested to their honorable body.

## STEAMSHIP COMPANY HELD NO INSURANCE ON CARGO

Loss Will Total Thousands and Much Falls on Local Merchants—May Post Guards There

No insurance was carried by the North Pacific Steamship Company on any of its cargo, is the belief of A. P. Nott, local agent. He stated that this is not the general policy of the company and that in all probability the resulting losses will fall on the shippers of freight here or the consignees. There was approximately 400 tons of freight aboard for Coos Bay points, one of the officers said last night. Mr. Nott was understood to state last night that his company had the entire cargo insured.

Men are said to have been stationed near the wreck to keep any one from going aboard to get at anything. Calls were being made today for a deputy sheriff and L. A. Liljeqvist is known to have gone down. Also representatives from the steamship office, the postoffice and Wells Fargo are known to be on the beach and it is believed there will be no looting going on.

Many local merchants had goods aboard in big shipments. It is said Allen and Lewis lost between \$12,000 and \$15,000, though part was insured. The Woolen Mills store some \$500, Coos Bay Produce about \$200, W. H. Dindinger and Co. between \$500 and \$600, S. J. Immel \$500 and many other losses not reported but the total will be in the thousands.

It is said most goods leave the hands of the shippers at the Portland docks and the losses would fall on the consignees.

In all probability a marine surveyor will arrive here very shortly from San Francisco.

## WIFE IS DROWNED

D. H. THORNE, IN FIFTH WRECK, SEES WIFE DIE IN SURF

Sent Her Off in First Boat, That Capsized in Breakers—Were on Way to Visit Children

Most pathetic is the drowning of Mrs. D. H. Thorne, of Hood River. Together with Mr. Thorne, who is a farmer there and former friend of Charles Hall and Ralph Laraway of this city, they were going down to Blue Lake, near Eureka, to visit a daughter, Mrs. Mulvaney, and later perhaps to visit a son of Mrs. Thorne, William H. Warren, at Santa Barbara.

The old man is broken-hearted this morning. "This is my first trip on the ocean," he said, "but my fifth shipwreck. I sailed for years on the Great Lakes."

Meant to Swim.  
And so he felt certain when the Santa Clara struck that he could swim ashore. This is why he put his wife in the first boat, the one that capsized on the beach.

"Oh—it was awful," and he put his hands to his face as though to wipe out the thought. He saw his wife drown before his eyes and was unable to do a thing for her.

Pounded on Breakers.  
"There wasn't a person on board who did not think the ship would go to pieces. I hardly thought she would last for the launching of the first boat. She had pounded so along through the breakers."

In Third Boat.  
Mr. Thorne went in the third boat and came ashore to find his wife dead. Her body was carried up onto the porch of the little cottage. And there it was noticeable that the old gentleman several times through the night came with a lantern, peering her out from the row of the dead, and would pull back the blanket for a look, smooth back her silver locks, and then silently go away.

Felt Sorry For Him.  
He said not a word. He stood the test like a brave man, but there was not a person on the beach who did not feel for him in his deep sorrow.

For Captain Lofstedt, the officers and crew, he had only praise. "They were as cool as could be and they acted like men, every one of them," he said.

### LIST OF INJURED.

- Mrs. Annie Tierney, of Ferndale, California; nose broken and shoulder injured.
- Patrick Murphy, passenger, back injured.
- D. L. Ballard, Sedro-Wooley, Washington, invalid, suffered exposure.
- First Mate Tissel, hands badly lacerated.
- Mrs. B. J. Crowley, of Mill City, whose son was lost, broken leg and bruises.
- Many received smaller injuries and suffered from exposure.

Have your LETTER heads, bill heads, etc., printed at THE TIMES office.

## BIG CARGO LOSS

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## CAUTIOUS SKIPPER

CAPTAIN LOFSTEDT HAS BEEN AT SEA SINCE BOY OF 14

Sailed in Here as Mate and Captain of Alliance and Later of Elder Until Last May

Since a boy of 14 in the old country, Captain August Lofstedt has been a sailor. Born and raised in the Scandinavian section where many of his friends and relatives went to sea he got an early whiff of salt water, sailing before the mast in the days of the windjammers.

He went to foreign ports for years in sailing ships before changing to steam. His rise to a captaincy has been through years of hard knocks and practical experience as only can be taught in the fo'c'stle.

### On Coast Long Time

Many years ago Captain Lofstedt came to this coast. Along in about 1911 and 1912 he sailed in here as first officer aboard the Alliance and when that vessel was taken off some 26 months ago, he was made skipper of the steamship Elder, of the North Pacific Steamship Company. It was in May that a change of service was made and the Santa Clara and Kilburn began coming in here, and it is since that time that he has been in command of the Santa Clara. Captain Jessen oldest skipper in the line, was given the larger boat.

### Knows the Bars.

Captain Lofstedt has been crossing in and out of the bars of Coos Bay and Humboldt now for months and years. He has become known as a most careful navigator and one whom people always wanted to ride with, because of his extreme caution and cool headedness.

He is a married man, and has a wife and four children in Portland. He probably will be here for several days looking after survivors.

## ENGINEER A HERO

CHIEF ENGINEER DISHER STAYS AT POST IN ENGINE ROOM

Sends up Oiler and Fireman Remains Until Water to Water Steam up Half an Hour

With water to his waist, Chief Engineer A. Discher stood at his post in the engine room, answering signals from the bridge, as long as there was chance at all. He said that he was steam in the engines for half an hour after the Santa Clara first struck. Before leaving he blew the steam off the boilers, there would be no danger from explosion.

"I sent up the oiler and fireman there, R. C. Foley, and the fireman left, Victor Matson. No use to keep them longer."

Mr. Discher is receiving praise for the manner in which he stood at his post until all hope was gone. "I felt the first bang," said, "and thought that she was getting off. Another came and I was all off."

"Then she began taking in water aft and soon the engine room flooded, and I could hear the pounding against her sides. Captain Lofstedt signalled from the bridge for full speed astern. He got the ship then seemed to cross the bar into deep water again and she came the signal to give her full speed ahead. I sent her forward the skipper's purpose being to get as far up on the shore as possible and in this way allow the passengers to get off as easily as possible."

### POSTPONE ELKS DANCE

The Elks' Dance planned for tonight has been postponed owing to the Santa Clara wreck. J. W. HILDEBRAND, Exalted

# Choice Stock of New Dress Goods At the Golden Rule

- WIDE WALE CORDUROYS, in the popular shades. Per yard. 75c to \$1.00
- 56-inch ALL-WOOL COATING. Very serviceable materials and attractive patterns. Per yard. \$1.95 to \$2.85
- 36-INCH ALL WOOL SERGES. Black, White and Colors. Per yard. 50c
- 36-inch all-wool BATISTE BLACK. White and colors. Per yard. 50c
- Extra values in wide all-wool GABARDINES. Per yard. \$1.50 to \$1.75
- All the best shades in silk and Wool and All-Wool Poppins, wide widths. Per yard. \$1.25

OUR STOCK OF PIECE GOODS IS THE LARGEST AND MOST COMPLETE IN COOS COUNTY AND OUR PRICES ARE THE LOWEST.

## The Golden Rule

FIRST NATIONAL BANK BLDG MARSHFIELD

## Ollivant & Weaver Opening Postponed

OWING to the Santa Clara disaster, the formal opening program of our PURE FOOD WEEK observation today has been postponed.

The FOLGER, RED RIBBON LINE and PREFERRED STOCK demonstrations which were to have been held today will be held in connection with Saturday's program.

Tomorrow, Thursday, will be devoted to a demonstration of our meat and meat product lines, including those of the Union Meat Company, the Swift Packing Company and Armour & Company.

Saturday there will be displays of the Hunt's Canned Goods lines, Folger's goods, Red Ribbon Products and Preferred Stock goods, Campbell's Soups, Dutch Cleanser and other articles. We will be pleased to see you every day.

**Advertised Goods On Sale Here**

**Ollivant & Nasburg**  
The Good-Housekeeping Store  
Second and Commercial. Marshfield