

SURVIVORS CLING TO WRECKAGE ALL NIGHT

SLIGHT HOPE THAT FOUR MEN MAY BE RESCUED

Czarina Could Not Be Reached by Life Savers and Steam Schooner Nan Smith Now Trying to Render Assistance to Possible Survivors

HEDGES, OLD TIME PIONEER.
Among the persons supposed to be lost on the wrecked steamer Czarina, is B. F. Hedges Sr., the pursuer, who was formerly a resident of Portland and who was known as the oldest pursuer on the Pacific coast.

Pursuer Hedges, who was 73 years old, was a grandfather of Arthur B. Hedges, cashier for Brown & McCabe, stevedores of this city. He was located here many years ago as a shipping clerk for the O. B. N. company, but has been a pursuer on different steamships for the last 40 years.

For many years he was one of the Pacific Mail pursuers and he is said to have been the oldest pursuer on the coast. He has been on the Czarina ever since she came into this coast for the Southern Pacific, which is about 10 years, and up to the time he started out on the last trip on the steamer was as active as a man half his age.

A. B. Hedges telegraphed his father B. F. Hedges Jr., agent for the O. B. N. company at Umatilla, this morning, that it was probable that B. F. Hedges Sr. had been lost.

(Special Dispatch to The Journal.)
Marshfield, Jan. 13.—Report from scene of wreck says believed last man of four in rigging was washed overboard 11 o'clock this morning.

(Special Dispatch to The Journal.)
Marshfield, Or., Jan. 13.—Lashed to the main mast of the foundered steamer Czarina, four men, the last but one of the 30 aboard, were sighted at daylight this morning. They were beyond reach of the life savers, beyond help of any human power. Whether or not these men still live is a question not yet decided, but it is hoped that one or more of them survived the awful night.

The steam schooner Nan Smith, arrived from San Francisco last night and has stood by in hope of rendering assistance. The Smith has been attempting to get a line to the wreck, but as the weather is high with a stiff wind blowing and a big sea running, it is

impossible to determine whether she has been able to rescue any of the Czarina's survivors.

Cling to Rigging.
At least four men were seen on the rigging of the Czarina last night, and after dark they managed to make a light of some kind, indicating they were alive. It was not supposed that they would be there this morning.

All night long the beach was patrolled and fires were kept burning in the hopes of encouraging those who might still be aboard the stranded steamer. No bodies were washed ashore.

The life savers from the Coquille river station have started to help the members of the local station, who worked heroically all night.

C. J. Mill, the local manager of the Southern Pacific interests, stood on the beach watching the wreck and was helpless to assist his son, who was aboard.

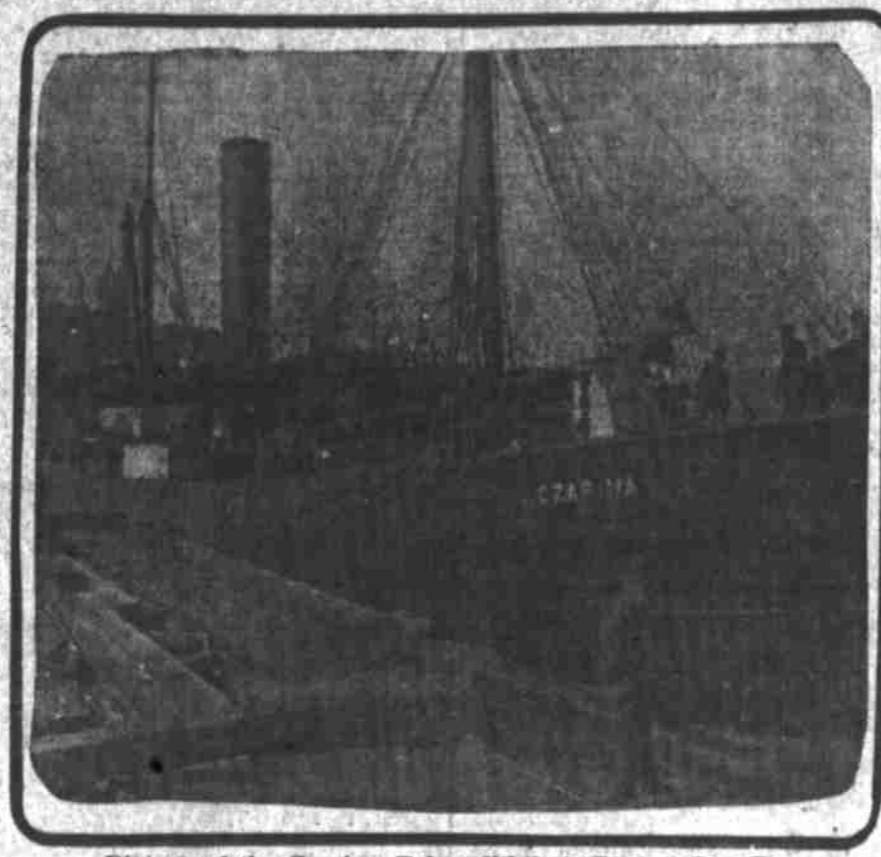
Never before in the history of Coos Bay has there been such an awful toll of life in a shipwreck.

The Czarina left Coos Bay yesterday afternoon at about 2 o'clock on the high tide. The sea was running heavy and in going over the bar the steamer was seen to ship several big waves which noticeably swept her out of the narrow channel. After rounding the jetty something apparently happened to the vessel's engines, for she seemed to drift helplessly toward the spit. Her anchors were dropped but did not hold. In the meantime great seas were sweeping her hull and her crew could be seen trying to launch one of the forward lifeboats.

Efforts to Rescue.
The lifesaving crew from here put out immediately on hearing of the dangerous position of the steamer. When they arrived two miles from the scene of the wreck they were obliged to return and later from an advantageous point on shore an effort was made to launch the surf boat.

Like a mere shell the boat was thrown back on the beach, and Captain Boyce of the life-saving crew, who was waiting in deep water was hauled up on the sand. All hope for saving the Czarina crew from ashore was then abandoned and those who were compelled to watch the unfortunate men on the ship meet their death one by one. Darkness closed down when only four of the crew of 29 and one passenger were left clinging to the rigging. When the stays on one side of a mast broke

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Picture of the Czarina, Taken While in Port at Coos Bay.

ENGINEER KENTZEL TELLS GRAPHIC STORY OF HIS EXPERIENCE

(Special Dispatch to The Journal.)
Marshfield, Or., Jan. 13.—Harry Kentzel, first assistant chief engineer of the Czarina, is apparently the only survivor of the ill-fated ship. He was rescued last night and after several hours of work on the part of life savers was revived and taken to the residence of Roy Rosell, the keeper of the government works, about a mile down the beach. Dr. Bartell, the marine surgeon, was called from North Bend, and after a few hours Kentzel was made comfortable, although almost dead when taken from the water. He talked freely of the wreck, and said:

Starts Over Bar.
"When we started over the bar I was on deck, the chief engineer and the second assistant being on duty in the engine-room. It was a terrible bar, and one sea after another was shipped. The ship simply could not get beyond the awful face of water without damage. We were a long time on the bar fighting the waves, and finally got around the end of the jetty and were then driven north."

"The bridge was washed away and I went below and told the chief that he would better prepare to make a quick run for the rigging, as the sailors were doing so, but he said he would not leave his post until ordered to do so. The fires were not put out on the bar, as people on the shore supposed, but later the fire was five feet of water in the hold, and the fires were quenched."

"I stayed in my stateroom, believing it to be a safe place, but when I saw I couldn't stay there longer, I went into the rigging with the others."

Captain on Deck.
"Captain Duggan was one of the last to go into the rigging. He waited until his men were cared for before he would protect himself. When we were below the bar where the ship grounded the anchor was dropped. We were then in quiet water outside of the breakers and the captain hoped to hold the ship until relief came. But the sea there until relief came. The sea there became heavy and we were driven into the breakers and then the anchor caught and held us back so we couldn't go ashore near enough for the life savers to reach us."

"I was struck by a piece of wreckage and had one eye closed before I got with the rest into the rigging. The boats were all washed away and we were powerless to help ourselves. We saw the people on shore of course, and knew the life saving crew and everybody else wanted to help us but could not. When the surf was easy for a moment we believed a boat would come, then those awful waves would dash over us again and we realized that salvation was beyond wishing for."

Washed Overboard.
"Several men were on the forecastle when a big wave wiped them off. I saw one man take refuge in the forecastle but probably for only a moment. I was hanging on the starboard side of the main mast with seven others. Everything in that side broke, and I found myself in water. I rode on the drift-wood and was almost ashore when a life saver wayed to me and started for me."

THOSE WHO WERE ON BOARD CZARINA WHEN SHE STRUCK

- (Special Dispatch to The Journal.)
San Francisco, Jan. 13.—Those on board the Czarina: Passenger, Harold Mills, son of general manager of company.
- Officers and crew of the Czarina: C. J. Duggan, master, 516 Douglas street, San Francisco; aged 50 years.
- James Hedges, first officer, Sadown street, San Francisco; aged 45 years.
- John McNicholas, second officer, 2902 Twenty-third street, San Francisco; aged 47 years.
- M. Tillam, third officer, San Francisco.
- Benjamin F. Hedges, pursuer, 30 Palmer street, San Francisco; aged 73 years.
- Henry Young, chief engineer, 1029 Capp street, San Francisco; aged 42 years.
- Harry H. Kentzel, first assistant engineer, 1143 Geary street, San Francisco; aged 31 years.
- John H. Robinson, second assistant engineer, 2335 Binkie street, Berkeley; aged 45 years.
- William G. Bode, weigher, San Francisco.
- Charles A. Thompson, offer, 476 Fifty-first street, Oakland; aged 20 years.
- Nicholas Quirga, chief cook.
- George Beasle, steward.
- Joseph Ties, messman.
- F. Sousa, A. Deljadero and J. Swerilo, coalpassers.
- C. Silva, M. Silva, J. Martine, F. Bilbao and Cranta B. Catorra, firemen.
- J. Anderson, A. Bokka, C. Marston, A. Ahlstedt, C. Curran, N. Cook, A. Manger and S. A. Ellerson, seamen.

J. S. REED, PORTLAND MAN, ILL IN FRISCO

(United Press Leased Wire.)
San Francisco, Jan. 13.—J. S. Reed, a prominent insurance man of Portland, who came to this city on a business convention, was taken ill at the Palace hotel last evening and removed to Trinity hospital. His condition is said to be improving.

AVIATION WILL BE STUDIED AT OREGON

(Special Dispatch to The Journal.)
University of Oregon, Eugene, Jan. 13.—A complete course in the rapidly developing science of aeronautics will be added to the college catalogue immediately. This course will be taught by Professor Converse, who is thoroughly conversant with the new science of aeronautics.

BROADWAY BRIDGE IS IN TANGLE BY OFFICIAL ORDER

War Department Decees That Public Meetings Must Discuss Projects Before Navigable Streams Spanned.

PORT OF PORTLAND CAN MAKE OBJECTION NOW

Members of Club Show Hostility in Interviews—Think Authorities Will Ask View.

The Broadway bridge question is still up in the air. Orders have come from Washington to the engineering board here, that in the case of bridge construction across navigable streams, a public meeting shall be held at which the views of everyone interested may be heard. From this meeting shall be gleaned the information necessary for the engineer in charge of the district to use in making his recommendations to the war department.

As a result of this order, recently issued, it is apparent that a public meeting will have to be called, before which the question will be discussed.

Members of the Port of Portland will also appear before this meeting and place the objections which that organization has been harboring against the construction of the bridge.

At the recent meeting of the Port of Portland when that organization decided that it had no jurisdiction over the construction of the bridge, it was believed that the last obstacle in its way had been removed. The new situation puts a different light on the subject. If the meeting is held, the objections of the Port of Portland can be entered in the record of the meeting, and undoubtedly will be.

Members of the Port believe that following the meeting the war department will refer the matter of the construction back to the Port of Portland for its recommendation. If this is done they will be given jurisdiction, and their recommendations will be considered by the war department.

As the result of the new order, therefore, the construction of the bridge bids fair to be long delayed through obstruction and governmental red tape.

Under date of November 18, last, and by command of the chief of engineers, issued general orders No. 24, altering this method of procedure and providing as follows:

"In connection with the consideration of plans for construction of bridges over navigable waters, it is directed that hereafter all applications for approval of plans of bridges to be constructed over important waterways be made the subject of a properly advertised public hearing. Special effort should be made to obtain the views of navigation interests and of the officials of any city, town, or local association whose interests may reasonably be expected to be affected."

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FRANCE HONORED IN HER AVIATORS BUT HAS NO FLEET

Patriotic Citizens Offer to Present State With Sky-boats, That France May Be Equal of Other Nations.

JEALOUS OF GERMANY'S ARRAY OF DIRIGIBLES

Meanwhile Paulhan at Los Angeles Continues Wonderful Feats; Height Record.

(United Press Leased Wire.)
Aviation Field, Los Angeles, Jan. 13.—The first attempted flight of today at the aviation field resulted in a smashup. Hillary Beachey took out his new Gill-Dosch biplane and after several vain attempts got the engine started. He left the ground in nice shape and flew about 100 feet, when the engines stopped. The machine struck the ground heavily, making his wings wavy and broken. This will put it out of commission for a day at least. Beachey was not injured beyond a slight jarring. He was much dejected on account of the accident, as he had set his heart upon flying today.

William D. Busted, in correcting the defect in his engine and stating that he will make flights that will surprise people.

Mancero attempted to make a flight in a Blériot monoplane but without success. Twice he succeeded in getting the plane off the ground, but after traveling several hundred feet it would settle slowly but surely to the earth. The monoplane was slightly damaged.

(United Press Leased Wire.)
Paris, Jan. 13.—Aroused patriotic enthusiasm by the great feat in aerial navigation accomplished yesterday by Paulhan, who carries the tri-color in the international aviation meeting at Los Angeles, private citizens are coming forward today with offers to make presents of sky craft to the government, in a frenzied effort to rehabilitate the country's pitifully weak aerial navy.

It is announced that a man whose name is given merely as Spies will present to the government a rigid dirigible, to be constructed immediately.

At present France, which honors won by her daring aeronauts attracting the plaudits of the world, has not a single serviceable airship. The Lebaudy is worn out. The Patrie was deflated and rats have made many meals on the envelope. The Liberte is out of commission. The Clement-Bayard fell into the Seine and is not fit for use. The Republique was completely destroyed when she fell with her crew of four, killing them all. It is rumored that the Colonel Reynard is faulty in construction. The Zodiac flies above Paris occasionally, but does not belong to the government.

With the great success of Frenchmen in the incorporation of such a road by Bandon capitalists for the purpose of tapping rich timber lands, but had not heard of any construction work being done on it.

The probable completion of the Oregon Western will complete the formation of a network of railroads in the most fertile parts of Oregon and California. Most of the country to be traversed by this road is timbered with white pine, with the forest running north out of Eureka. Oregon will probably take away considerable of the business that is now coming to this city by steamer, at least until the completion of the gap on the Northwestern Pacific, now being closed, but which will take at least three years to close.

Part of Great Plan.
The decision of the Southern Pacific officials to complete the Oregon Western is only a part of extensive plans for the development of southern Oregon and northern California. A year and a half ago the Modoc Northern railway was incorporated in this city and the road is now being constructed from Alturas, Modoc county, in this state, across the state in a northwesterly direction to a connecting point with the Northwestern Pacific, now being constructed from Weed, on the Southern Pacific, in Siskiyou county, to Klamath Falls, Or.

The Oregon Eastern is another proposed subsidiary line of the Southern Pacific company, extending from Drain, across Oregon to the eastern side of Goose lake, on the boundary of Oregon.

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HENRY MELDRUM PUTS CONSPIRACY UP TO HERMANN

Makes Strongest Point Against Accused Man Since Land Fraud Trial Opened—Evidence Points to Conspiracy.

S. B. ORMSBY PUT ON STAND THIS MORNING

Great Number of Documents to Interior Department Examined by Witnesses.

An avalanche of documents is submerging the Hinger Hermann trial today. S. B. Ormsby on the stand has spent all morning identifying letters which have been unopened in treasury department and to Mays in regard to the creation of the Blue Mountain forest reserve.

Maps and letters from one department to another, letters to Commissioner Hermann, and from Hermann to other officials have been unopened in treasury department and read into the records of the trial.

Testimony Indicates Conspiracy.
Yesterday afternoon Henry Meldrum, former surveyor general of Oregon, brought the case to the door of Hinger Hermann for the first time. It has been evident from the witness' preceding that there was a conspiracy involving Mays, Jones, Smith and others to form the Blue Mountain reserve, but it has not been shown that Hermann was a party to the conspiracy.

Henry Meldrum, who has been pardoned by President Taft in order that he might testify in the Hermann case, told how Mays and Hermann had met in his office in 1902 and discussed the creation of a reserve, and how Hermann had instructed Mays in the manner of procedure to be sure of success in his project. Afterward Meldrum and Hermann had met in the Imperial and Hermann had advised him to invent in school lands within the boundaries of the proposed reserve.

Evidence Important.
On this testimony, Henry will build his case against the ex-commissioner in his effort to connect him with the conspiracy of the other men. The direct examination of Meldrum was concluded late yesterday afternoon and his cross examination was delayed until today by the defense owing to the lateness of the hour. In the short time that remained before the hour of adjournment S. B. Ormsby was called and told of having been directed by Hermann to bring to Mays for examination of and recommendation for the proposed reserve.

Yesterday when Mr. Henry called Meldrum to the stand, Mr. Worthington objected to his testimony being given on the ground of a recent statute which deprives one convicted of a serious offense against the government of his citizenship. It was then that Mr. Henry made public the telegram from Attorney General Wickersham, announcing that President Taft had issued a pardon to Meldrum on Tuesday, and that the official document was on the way to Portland. On the strength of the telegram Mr. Worthington withdrew his objections and Meldrum was put on the stand.

Ormsby Examined.
Continuing his testimony at this morning's session of court, S. B. Ormsby said he had gone to Mays for maps

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SOUTH DAKOTA MINES CLOSE TO FIGHT UNIONS

Union Miners to Be Replaced With Non-Union Men—Thirteen Mines in Black Hills District in Combination.

(United Press Leased Wire.)
Deadwood, S. D., Jan. 13.—Thirteen of the largest mines in the Black Hills district shut down today following the announcement that the owners intended to wage a bitter battle against the unions in that section.

Eight hundred men are idle in addition to those thrown out of employment by the Homestake mine, one of the largest producers in South Dakota, which suspended operations a month ago.

It was announced following the closing of the mines that efforts would be made immediately to replace the union miners with non-union men and that the mines would reopen when this was done.

HOLMES AT CAPITAL WITH HIS SILETZ BILL

(United Press Leased Wire.)
Washington, Jan. 13.—W. H. Holmes, who drafted a bill for the relief of the Siletz settlers, has arrived and expects to see the Oregon delegation and Secretary Ballinger in an effort to get favorable action.

CHINA'S REFUSAL MAY BE BACKED BY THE JAPANESE

Washington Dispatch Says Little Brown Men Are Playing a Clever Diplomatic Game.

(Special Dispatch to The Journal.)
New York, Jan. 13.—The Sun this morning publishes confirmation of China's refusal to accept Knox's Manchurian plans. Russia has also received notice from the Chinese government that China will not accede to the demands of the United States, Germany and England regarding the neutralization of the Manchurian railroad.

"While diplomats of Japan in Washington are attempting to pull the wool over the eyes of the administering man," says another dispatch from Washington, "Japan is playing a clever game of chance, with hope of forcing China to take the aggressive and relieve Japan of being the center of a serious situation."

BUSINESS DISTRICT STRIPPED OF WIRES WITHIN THIRTY DAYS

All power transmission wires in the business district bounded by Oak and Yamhill streets on the north and south, and Park street and the river on the west and east, will be removed within 30 days. An extra effort is being made to finish the work during this month and unless delays occur the poles will be removed before February 1.

Practically all power services have been connected with the underground system already, and foremen of men are engaged in removing the overhead wires

from the streets. The work is progressing slowly on account of the crowded condition of the streets during the afternoons.

As originally planned, the poles should have been removed January 23, but the severe weather occasioned an unexpected delay.

The city ordinance provides that the change shall be complete by March 1, and there can hardly be delays which will require more than 30 days from this time to clear the streets.

ENGINEER KILLED IN WRECK LAST NIGHT ON O. S. L.

Pony Express Collides With Freight Near Ontario and William D. Busted Is Dead—Four Persons Injured.

(Special Dispatch to The Journal.)
Ontario, Or., Jan. 13.—In a head-on collision between the westbound Pony Express and an extra freight on the Oregon Short Line, six miles east of here, at 8:30 last evening, Engineer William D. Busted of the Pony was killed, dying at Stump while being taken to his home in Boise. His fireman was severely injured.

Engineer Chase of the freight had both legs badly crushed.

Two passengers on the Pony were severely injured.

The light passenger engine, the baggage car and one coach of the Pony were derailed.

The freight train was backing in on the siding, but was not in the clear. Engineer Busted in his dying moments said he was unable to see block signals on account of a steam

SIX MORE CLERKS AT PORTLAND POSTOFFICE

(United Press Leased Wire.)
Washington, Jan. 13.—On application of Postmaster Young of Portland, endorsed by Senator Bourne, the first assistant postmaster general has authorized the employment of six additional clerks at the Portland postoffice.