

# WEEKLY COAST MAIL

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## Brave Cap. McIntyre

(Continued from First Page.)

to me that the lady sank. I kept the bar by me. When I climbed into the boat it was filled with water, so the captain made us all sit in the bottom so that we would be no weight on the boat. The water was then up to our necks.

Just then Leslie Baker and a little 12 year old boy named Guy Bent came floating over to us on a mast that had been lost out of the life boat. We had an oar and the boatswain made another oar for the mast, and with the assistance of the oar I had saved we managed after 14 hours to reach the shore one half mile south of Port Orford. We could not see a star, all night, and any moment we expected to be pitched on the rocks. Just at the break of day we saw two islands, and we felt confident that the shore was not far away. Had't not been for the captain and the chief officer not one of us would have been saved. They were cool and deliberate throughout it all.

The following sworn statements were made before the coroner's jury:

First Officer Bruce—Ship struck at 4:40 p. m. on Oct. 19. I was on the bridge at time of strike. I stopped the ship. Capt. McIntyre came on the bridge right after and called all hands on deck to lower boats in case it was necessary. Captain took charge of the first boat leaving. The reason he did so was at my request. I think the captain did all in his power to save the lives of the crew and passengers.

John Driscoll, oiler—Was on watch when ship struck. I felt ship strike and came on deck. It was 20 minutes afterward before I got permission or orders to go on deck. I do not know who it was, but some one called out, "all hands out of engine room." When I came up out of engine room two boats were lowered and one hanging the davits turned over. I left the ship on a raft. There was one raft and one we made impromptu. Could not tell how long after ship struck till I left her. Ship was afloat when we left her and pulled away as we were afraid of the suction when she went down. Should think it was one half hour after the strike. I saw the raft we made after the ship went down, and she was to the westward of us and we were close to it one time. When I came on deck could see more than 200 yards. Engine was stopped when we struck and started up again afterward. It was after the boat left the ship, the mate said, "I will try and get her in as close to shore as I can." She must have run about fifteen minutes toward shore. There was two men swum from the raft we made to the one we were in.

Leslie Baker, passenger—When the ship struck I was in my berth. I came on deck immediately. Left the ship on boat number 2. It was Captain McIntyre's boat. In lowering of boat everybody seemed to have charge. I helped ladies into the boat. Boat turned over but was righted again. We only had

one oar and we tried to pick up all people in the life. I do not know deceased, only saw him on board. I think the captain did all he could to save lives. He did not go out from Port Orford to look for raft for I think he was worn out. He was up all night first night coming down the river and next night up with a sick lady. Capt. McIntyre's boat was the first boat to leave the ship. I do not know what the captain was doing at the time of lowering of boats. First I saw of him was when I saw him in the small boat. I saw another boat adrift a short distance away when we were in davits. There were five passengers in the boat and the boat turned over when we struck water. When I came up I got in the boat again. The way the boat got loose from the steamer, they tell me, one rope went through the blocks and the hook came loose on the other davit. Did not see any one with life preserver on. I went to get one for a lady and could not find any.

John McKeown, oiler—Was in bed when the ship struck. Got down in engine room 10 minutes later. Was rescued on a raft when I came on deck. Do not know who was in command of the ship. When I came up on deck the boats had left the ship and we had to work getting rafts ready and overboard. The mate said, "Boys, get the rafts ready; she will go down in a few moments." When I came up out of the engine room the boats were gone and only one raft remained and it would not hold all the people, so we had to make another raft. The steamer did not blow any whistles after she struck. The captain could not have stayed long, as he was gone when I came up out of the engine room. The mate had ship started and tried to run for the beach.

The coroner's jury called by E. W. Jen sen acting coroner, to hold an inquest on the body of Chas. E. Huson, who died in the life raft, after giving their findings as to name of deceased and cause of death, add life following: "We the undersigned further find from the evidence that Capt. J. B. McIntyre was criminally negligent in his duties as a master abandoning the wrecked steamer before seeing to the safety of the passengers and crew."

The tug Columbia which went down one-day came back yesterday for fuel, having seen nothing.

The Life-saving crew from the Cape Arago's station started for the scene yesterday, expecting to pick up the tug, but seeing her come back they went ashore at the light house and sent a man to Empire to see if the tug would come and take them down today, as they did not desire to leave the home station too long unprotected, without a tug to bring them back. The Bandon Life-Saving crew were on the scene yesterday, searching for the survivors, if any more there are, the second raft being still unaccounted for.

LATER

Late last evening a message from San Francisco brought the news of the arrival of the steamer Spokane with four survivors, having picked up the missing raft.

## TO PURCHASE CRYSTAL RIVER

Special to the Mail.

Denver, Colo., Oct. 22—The principal business before today's special meeting of the stockholders of the Denver and Rio Grande Railroad Company is to authorize the purchase of the Crystal River Railroad. For the purpose of making the purchase and for future capital requirements the first preferred capital stock is to be increased by \$5,000,000. This will raise the total first preferred capital stock of the Rio Grande to \$50,000,000. The regular annual meeting of the road will be held here tomorrow.

## CHILD STARVES TO DEATH In Heart of San Francisco

(Special to the Coast Mail.)

San Francisco, Cal, Oct. 22—The 5 year old daughter of J. M. Green, colored did of starvation last night in the heart of the city. The mother will probably be removed to a hospital.

Her husband beat her and took her clothes away and left no food. She was unable to get out on account of the beating. The husband has been gone a week.

## JEFFRIES MAY GO ABROAD

(Special to the Coast Mail.)

New York, Oct. 22—There is considerable speculation in local sporting circles regarding the future movements of Jim Jefferies. The champion left his home in Los Angeles last week and is expected to arrive in this city today or tomorrow. Just what Jefferies is coming East for has not been divulged. It is understood that he comes for the purpose of arranging a fight with Jack Munroe, who has eluded the Californian thus far. Jefferies is willing to tackle Munroe before one of the San Francisco clubs next Winter if the Bute miner will consent. Failing to get on a match, it is said that Jefferies will again go on the vaudeville stage or take a trip to Europe under the management of Billy Delaney.

## SOUTH PORTLAND'S PASSENGER LIST

From Friday's Daily.

Following is the list of crew and passengers of the ill-fated steamer South Portland as given by the Portland Telegram of Tuesday:

- Captain J. McIntyre.
- First Officer Bruce.
- Second Officer Kilgore.
- J. Ward, Chief Engineer.
- C. Huson, 1st Asst. Engr.
- G. Monroe, 2d Asst. Engr.
- Emanuel Pasomemis, cook.
- Geo. Jackson, 2d Cook.
- B. Doherty, Fireman.
- P. Wolf, Fireman.
- John Driscoll, oiler.
- H. Christen, Seaman.
- J. McKeown, oiler.
- Otto Brandt, Fireman.
- W. Holman, Steward.
- Manuel Rios, waiter.
- Chas. Peterson, Seaman.
- E. Johnson, Seaman.
- John Reams, Sailor.
- Abe Maddox, waiter.
- C. Hollenbeck.
- Paul Kinsmith.
- H. Weber.
- Mrs. W. E. Tyrell and son.
- Chas. Blenk.
- L. Baker.
- Guy Bent.
- Al Bailey.
- E. McKay.
- J. C. Wright.
- J. Watson.
- Mrs. Fletcher Bent.
- F. Moinge.
- J. S. Lakey.

## MATE RAVEN'S STORY Places Capt. McIntyre in Bad Light

(Special to the Coast Mail.)

San Francisco, Cal, Oct. 22—Second Officer Ravens of the ill-fated steamer South Portland was ordered to file a report of the disaster with the Inspectors of Hulls and Boilers this morning.

He made a detailed statement of the wreck which places Capt. McIntyre in a bad light. Ravens says the captain did not know the position of the ship. The captain was the first to leave, Ravens last. He thinks he remained aboard a hour after the vessel struck the reef. Captain McIntyre will arrive Sunday. Ravens and three sailors were picked up by the steamer Spokane and brought to this city.

## TRIAL OF CRUISER DENVER

(Special to the Coast Mail.)

Washington, D. C. Oct. 23—The official speed trial of the new cruiser Denver takes place over the Government course between Cape Ann and Cape Porpoise, and the result is awaited with considerable interest at the Navy Department. The ship is in command of Captain Silman G. Chase and carries a crew of picked men from the yard of the builders, Nesbit & Levy.

The Denver is an unarmored, steel protected, twin-screw cruiser, and one of the smallest fighting vessels in the United States Navy. She was designed for service in the Philippine Islands. Under the terms of the contract she is required to develop an average speed of 16 1-2 knots an hour.

From Friday's Daily.

### Early Closing Assured

The clerks have succeeded in getting all the merchants to agree to close their stores after Oct. 31 at 6 p. m. (excepting Saturdays). This is a wise move on the part of the merchants.

Six o'clock is a reasonable hour, for the majority of working people find on the average, nine hours to be long enough to contribute a day; why should not the clerks? their work is long and tiresome and is no snap, and why should they not have time for pleasure and other work as well as behind the counter continually?

We ask the public to look at this matter in a new light and help us make a success of the undertaking as you all know that you can all attend to your business before 6 p. m. if you will make an effort to do so.

Six o'clock closing is an established custom in all up-to-date towns and there is no reason why Marshfield should not be in line.

The clerks have worked hard to secure this early closing and it is now up to the merchants to see that this ruling is observed.

Things may not run as smoothly as expected for the first week or two, and it is hoped that the merchants may overlook any small friction that may creep in at the start.

It is now hoped that North Bend and our other neighboring towns will follow suit.

## HEARST BOOM REVIVED William R. Jollying Georgia

(Special to the Coast Mail.)

Atlanta, Ga. Oct. 22—Elaborate arrangements have been made to inject new life in the Hearst boom for the presidential nomination on the Democratic ticket tomorrow.

Hearst arrives this morning and will be the guest of the Interstate Fair Association. He meets the editors of nearly all the Georgia papers.

### REAL ESTATE TRANSFERES

Reported by I. Hacker Abstractor of Titles.

- State of Ore to Rosa M Smith wed w2 of sec 45 t 26 r 11 \$3000.
- State of Ore to L D Smith sec of sw4 of sec 26 t 26 r 12 \$4000.
- Y M Lowe to R C McKinnis lots 1 blk 3 south Bandon \$40.
- Marvel J Wilson to John Lehner sw 1 of w 4 of sw 4 of sec 10 wed onw4 nw4 of wed sec 15 t 26 r 11. \$2500.
- Ella and Z C Strang to C M Hermann 17 acres in wed sec 20 t 29 r 12, \$170.
- Jacob Croy to Geo Penbroke lots 3 & 4 blk 5 Nolters add to Coquille \$625.
- W T Kerr to Addie Kerr lots 4 & 5 blk 4 Nolters add to Coquille.
- W A Prenett to C F Doe timber on nw 1 of sw 4 of sec 23 of sec 2 of wed sec 16 wed sec 35 sw 5 of nw 4 nw 4 of sw 4 sec 26 t 29 r 14. \$700.
- L J Simpson to C H Starbuck lot 6 blk 32 North Bend.
- Harvey Lewellen to E N Smith w 2 of lot 7 blk 10 Myrtle Point \$700.
- L J Simpson to Chas L Parker lots 4 & 5 blk 29 North Bend \$200.
- L J Simpson to R C Holmes lot 1 blk 25 North Bend.
- O C Sanford to M O Hoffman 2.40 acres in sec of wed sec 36 t 27 r 14 \$400.
- R D Sanford to C O Dryden lots 11 & 12 blk 4 academy add to Bandon \$100.
- Petea Finn to Alfred Johnson timber on sec of e 3 of sec 29 t 26 r 11 \$100.

J H Schroeder admr of estate of E O Sturgeon to Geo M Hite 100x202 feet w side of Fourth st Spuzzon Heights \$400.

Geo M Hite to Jacob Croy (above) \$350.

Wm A Border & wife to S W Crayne lot 8 blk 17 Border & Border add to Myrtle Point \$75.

U S to Isaac Stenonson sw 4 sec 14 t 27 r 12.

D H Johnson E O Dean Wm Slingsby E F Davenport to Coquille Valley Packing Co. lot 1 blk 12 Myrtle Point \$1500.

Wm Slingsby E F Davenport to Coquille Valley Packing Co parcel in sec 16 t 29 r 12 1-2 acres near Myrtle Point. Callie and Lester Smith to S U Rogers sw 4 sec 13 t 26 r 12 \$800.

Great Central Land Co. to Chas Eckhoff blk 8 lot 20 30 31 32 blk 7 Bandon.

T W Strong to R H Chandler ne 4 of nw 4 sec 26 t 28 r 13 \$5000.

C H Merchant to Francis McGee lots 20 20 blk 22 rr add to Marshfield.

G W Perkins to Minam M Toy w 80 feet of lot 3 blk 9 Myrtle Point \$1200.

L J Simpson to L M Noble lots 18 19 blk 20 North Bend.

Alex Tait to Alex Anderson lot 2 & 3 blk q add to Marshfield. \$400.

Henry Heaton Lusa to Jesse A Lusa und 1 1/2 of tide land lots in Bennetts add to Marshfield.

Chris Ramussen to James Hibbard lots 15 16 blk 9 Daan Co second add to Md. \$800.

I Hacker to H Songstacken lots 7 & 8 blk 124 Empire City \$40.

Jesse Farris to Fred Johnson lots 6 blk 15 rr add to Md.

J J Rorer to Frances Williams ne 1 of sw 4 sec 23 of sec 2 of wed nw 4 of sw 4 sec 24 t 23 r 13 w.

D Jno Lowe to Annie Wolcott nw 4 of sw 4 sec 10 t 28 r 14.

Low Naylor to Cordell Patterson lots 11 & 12 blk 74 Nolters add to Coquille \$250.

H W Drubham R H Maht and Z T Siglin lots 16 16 17 18 blk 19 Danham add to Bandon. \$200.

C. A H Barklow to Marshall Macklin 3 acres in lot 4 sec 17 t 29 r 12 \$575.

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Easy and pleasant to use. Contains no injurious drugs. It is quickly absorbed. Cures almost all cases. It opens and cleanses the nasal passages. Allays inflammation. Heals and protects the membrane. Restores the sense of taste and smell. Large Size, 50 cents. Small Size, 25 cents. Sold by mail. Trial Size, 10 cents by mail. N. L. BRIDGES, 66 Warren Street, New York.



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