

BANDON WAS BADLY DAMAGED IN COQUILLE BAR ACCIDENT

Steamer Finally Hauled Back to Her Wharf Last Evening.

NEARLY SUBMERGED; CAN'T FIX DAMAGE

Wilhelmina and Tug Succeed In Saving Lumber Carrier.

(Special to The Times.)

BANDON, Ore., Sept. 1.—The steamer Bandon, which yesterday struck on the Coquille bar, was last night towed back to her wharf in Bandon. Part of her bottom was torn away, also part of her side, her rudder and shoe lost. Some of the deck load was swept away and this afternoon, she is being unloaded as rapidly as possible although she lies filled with water, the current running over her main deck. Until she is unloaded and pumped out, the extent of the damage cannot be ascertained.

That she was saved at all is considered remarkable. While being aided out to sea by a tug, Captain Olson and the master of the tug hugged pretty close to the shore on account of the rough bar. Just as they rounded the South Spit, a big breaker struck her, turning her around so that her keel stuck fast. She continued to swing and the tug had to slip her hawser to save herself. Sideways to the bar, she laid for several hours.

Finally Captain Christianson of the Wilhelmina, succeeded in reaching the Bandon and immediately the unloading of the 100 drums of distillate began. The removal of the distillate was for two purposes, it being the most valuable salvage obtainable and also because its presence on board would make work around the vessel dangerous even if the opportunity for saving her offered.

After seventy-six drums of distillate had been removed by the Wilhelmina, the receding wind and raising tide enabled the Wilhelmina and Coquille River tug to hitch on to the Bandon and tow her back to her wharf.

At the time the accident occurred, the Bandon was en route to Coos Bay to unload the distillate which was brought up from San Francisco for F. S. Dow, agent of the Standard Oil Company in Marshfield. She had taken on part of her lumber cargo and was to finish her cargo at the Railroad docks in Marshfield.

The Bandon has been running in hard luck. Only a short time ago, she struck on a rock in the Coquille river and stove a bad hole in her bottom. A few months ago, she went aground at Tillamook, and it was feared that she had been badly damaged.

The Bandon is owned by A. F. Estabrook and Company of San Francisco. She was built at North Bend, being launched July 2, 1907, at Kruse and Banks shipyards. She was 180 feet over all with 39 foot beam. She could carry about 600,000 feet of lumber. She had no passenger accommodations. The Fifield, a sister ship to the Bandon, was equipped with passenger accommodations.

The Bandon bar is still quite rough today, the Wilhelmina being unable to get out for Coos Bay.

BANDIT STILL FREE.

Pennsylvania Train Robber Evades Pursuers.

(By Associated Press.)

LEWISTOWN, Pa., Sept. 1.—The robber who yesterday held up and robbed an express train on Pennsylvania railroad has thus far evaded pursuers.

Experiments with ostrich farming in Australia, the eggs being hatched by artificial incubation, are successful.

NOTED JAPANESE VISIT SEATTLE

Forty-Six Leading Men of the Mikado's Land Reach United States On Business Tour.

(By Associated Press.)

SEATTLE, Wash., Sept. 1.—On a journey whose object is to strengthen the bonds of friendship and commerce between the Japanese and the United States, forty-six Japanese bankers, merchants, members of Parliament, educators and editors representing the Chambers of Commerce of Tokio, Osaka, Kyoto, Kobe, Yokohama and Nagoya, arrived in Seattle this morning on the steamship Minnesota. A crowd of people gathered at the Great Northern wharf on which the Sun flag and the Stars and Stripes were intertwined. As the steamer approached a bamboo cannon threw bombs into the air which bursting, released balloons and curious paper figures. At the landing place, the visitors were met by Governor Hay of Washington, Mayor John F. Miller of Seattle, J. D. Low-

man, president of the Associated Chambers of Commerce of eight large cities on the Pacific coast, and a delegation of business men. The three officials made speeches welcoming the Japanese.

Representatives of the Japanese responded briefly. The visitors were conveyed in automobiles to Hotel Washington which will be their headquarters until they depart next Monday on their tour across the continent and back to San Francisco in a special train.

At the hotel, the Japanese held a meeting with many business men. The arrival of the party twenty-four hours ahead of their schedule, gives them a day of partial rest. Baron Eishi Shibuzawa, who is the head of the excursionists, financed the Japanese war against Russia but is an opponent of the enlargement of the army and navy. He is the most influential non-official citizen of the empire, and a staunch friend of the United States. He has visited this country before and is accompanied by his wife.

FORCE LAUNCH TO TURN BACK

Oriental Become Fearful When One of Number Topples Overboard En Route to Canneries Yesterday.

Because one of their number had toppled off and was nearly drowned when a big swell struck the launch Coast shortly after it crossed the Coos Bay bar en route to the Umpqua and Siuslaw canneries, a gang of Japanese and Chinese yesterday afternoon threatened to mutiny and compelled Captain Olson and Engineer Ed. Peterson to bring them back to Coos Bay.

The Coast had been engaged by Tom James to take the Orientals up to the canneries and left yesterday afternoon. The Orientals wouldn't go in the cabin but insisted on sitting on the deck. One was perched on a camp stool and when a swell hit the little vessel, he went overboard. He succeeded in keeping

himself afloat until Engineer Peterson got the Coast near enough to him to pull him aboard. They had gone over the worst place, but the Orientals could not be convinced of this and insisted that they be brought back to Coos Bay. Owing to the sheer force of numbers and the wild glare in the Oriental eyes, Captain Olson decided he didn't care to mix with one of them or all of them running amuck, so he returned.

At 2 o'clock this morning, they were started up overland. They understood that they would have wagons to ride in after they got off the boat but as there was only one wagon ordered, fifteen or twenty of the Celestials will have to trudge along in the rear.

The point where the Oriental fell overboard is near the spot where Captain A. M. Simpson was washed off a tug boat a number of years ago and was rescued by Captain Bob Lawson.

NOTED BOOKS ARE BURNING

Parliament Buildings at Toronto, Canada, Are Being Wiped Out.

(By Associated Press.)

TORONTO, Canada, Sept. 1.—The Parliament buildings are on fire. The roof of the west wing has fallen in and the library is now in flames. The entire contents, upwards of one hundred thousand books will be destroyed.

Late this afternoon, the fire was under control and confined to the west wing. The damage is estimated at \$200,000.

WELL KNOWN MARINER DEAD

Martin K. Anderson of San Francisco, Commits Suicide Today.

(By Associated Press.)

SAN FRANCISCO, Sept. 1.—Martin K. Anderson, a well-known seafaring man of the Pacific Coast, and Secretary of the Marine Engineers' Union, committed suicide early today with chloroform. Domestic and business troubles are believed to have been the cause.

"EASTSIDE" is a winner.

CLOUD BURST HITS RAWHIDE

Over Quarter Million-Dollar Loss in Squattertown—Some Reported Drowned

(By Associated Press.)

RAWHIDE, Nev., Sept. 1.—Large parties of workmen began early today to search for bodies in the debris left in "Squattertown" by last night's flood.

Although several persons are reported missing, there is no confirmation of the report that several lives were lost when the ten-foot wall of water resulting from a cloudburst in the hills north of this place, swept over a section of the town. The property loss will exceed a quarter million dollars.

HELP SCARCE AROUND HERE

Resumption of Mills and Municipal Work Here the Causes.

There hasn't been such a scarcity of workmen on Coos Bay in many months and many old residents say that they do not recall a time when there was such a demand for labor as at present. The Simpson Lumber Company's mill at North Bend resumed operations this morning with only a part force, it being impossible to secure a full crew. A. B. Daly says that he has been requested to

DR. COOK, AMERICAN EXPLORER, FIRST TO REACH NORTH POLE

SCHOOL WILL OPEN SEPT. 20.

Marshfield School Board Selects New Teachers and Awards Contracts.

At a meeting of the Marshfield school board, final arrangements for the opening of the public schools here, September 20, were completed. The teaching corps was practically filled, only one vacancy remaining that of instructor in the commercial department and Superintendent Golden believes he will shortly secure a teacher for that branch.

The following teachers were elected:

Instructor in mathematics—Ray R. Hewitt, a graduate of Willamette University.

Miss Daisy Rush of South Bend, Ind., teacher in primary department to fill vacancy caused by resignation of Miss Catherine Wells. Miss Rush is a sister of Mrs. Gus Adelsperger. Miss Marie T. Maloney, teacher in eighth grade, to fill vacancy caused by resignation of Miss Nannie Lyons who will teach in California.

Miss Jessie Chase was chosen to fill Miss Tiffany's place in the high school corps.

Mrs. Eva Pennock was re-elected teacher in the colored school.

The new electric clock has been received and gives Marshfield high school the distinction of having the largest electric clock ever manufactured. The contract was originally taken by the Morrison Electric Clock Company of Portland, their contract being for a clock that would operate 16 smaller clocks and arranged to care for sixteen programs simultaneously. When they wrote out, they found the largest clock was one that would operate sixteen smaller clocks and care for six programs so a special clock had to be made and the new one will operate twenty smaller clocks and care for twenty programs.

Willey and Schroeder were given the contract for the plumbing work for the Domestic Science Department and the Coos Bay Gas and Electric Company the contract for furnishing the range and burners for the department.

NEW GARDINER CAMP.

Dates For W. O. W. Meeting Are Announced.

DRAIN, Ore., Sept. 1.—General Organizer F. B. Tichenor of the Woodmen of the World, passed through this city. He had been through Coos county and organized big meetings to be held at Myrtle Point October 14, Marshfield October 5, Bandon October 6, and a new camp to be instituted at Gardiner October 8.

Head officers will hold a big meeting at Drain, October 11 and institute a class of 25. Head Consul I. I. Hoak of Denver, and several other officers will be in Drain.

furnish twenty-five for various lumbermen and after a full day's search he obtained but one.

The cause of the shortage of help is due to the general resumption of the mills around this section and also to the large number of men employed on the street paving, sewage system construction, etc.

In the Coquille Valley, there is no surplus lumbermen. Thementhrown out of employment by the burning of the Cody mill have found work at the Johnson and Lyons mill at Coquille and in the Myrtle Point mill. P. L. Phelan having received orders for 2,000,000 feet for the latter. This will be shipped to California via Coos Bay.

It is likely that help will be imported here from Portland and Puget Sound by many of the mills, some of the mills in those sections not being very active now.

En Route Home From Trip Never Equalled By Any Man.

ONLY BRIEF NEWS IS OBTAINABLE

Message From Danish Settlement In Far North Tells Success.

(By Associated Press.)

COPENHAGEN, Sept. 1.—Dr. Cook, the American explorer, reached the north pole April 21, 1908, according to a telegram received at the colonial office here.

The message was received from Lervik, Shetland Islands.

Dr. Cook is on board the Danish government steamer, Hans Egede, which passed Lerwick at noon today, en route to Denmark. The telegram announcing Dr. Cook's achievement was sent by a Greenland official on board the steamer and reads, "We have on board the American traveler, Dr. Cook, who reached the North Pole April 21, 1908. Dr. Cook arrived at Upernivik (the northernmost Danish settlement in Greenland on an island off the west coast) in May, 1909, from Cape York in the northwest part of Greenland, on Baffin Bay). The Esquimaux of Cape York confirm Dr. Cook's story of his journey."

For years Dr. Cook has given his attention to arctic explorations. In 1891-2 he was surgeon of the Peary Arctic Expedition, and in 1897-9 he was surgeon of the Belgian arctic Expedition. He has been the recipient of numerous decorations of geographical societies of Europe for his research and writings of the polar field. He started the present expedition in the summer of 1907 sailing from North Sydney in the schooner John R. Bradley, with Captain Moses Bradley as sailing master. The party was reinforced by sledges at Etah, Greenland, whence it sailed March 4, 1909. Cook's plan was to set aside all tradition by making a dash to the pole during the winter months and when the elements were considered least advantageous for advance northward. Nothing has been heard from Cook for eighteen months. The last news received dates March 17, 1908, when he reported his prospects of success were bright. Cook was born at Caledon Depot, Sullivan county, New York, in 1865, and was married in Brooklyn in 1902 to Miss Mary Hunt. His wife shared the belief of the Arctic Club that her husband had achieved the goal of the North Pole.

COOK CABLES FRIEND.

Says Expedition Was Success But Doesn't Give Details.

(By Associated Press.)

NEW YORK, Sept. 1.—R. T. Davidson of Brooklyn, a personal friend of Dr. Cook, received a cablegram from Cook today saying he was well and that the expedition had been successful. The message was dated, Lerwick, Shetland Islands, but did not say whether the explorer had reached the Pole.

DOESN'T BELIEVE IT.

Admiral Melville Discredits Cook Story.

(By Associated Press.)

PHILADELPHIA, Sept. 1.—Rear Admiral Melville, N. S. N., retired, who conducted several expeditions into the Arctic regions, is inclined to discredit the report of the North Pole discovery by Dr. Cook.

"I do not think Cook had the outfit available for that purpose," he said, "and I do not think the report can be true. Dr. Cook has been wandering in those parts for some time. It is just possible that the

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