

STEAMER ALLIANCE RAMMED BY PANAMA

Coos Bay's Old Standby Put Out of Commission For Thirty Days at Least.

Portland, Aug. 8.—When within eight miles of her dock on her first trip up the coast on the Portland and San Francisco run, the steamship City of Panama, collided with the Alliance at the mouth of the Willamette river this morning at 5 o'clock. The City of Panama suffered little damage, but the Alliance is badly battered up astern. None of the passengers on either vessel were injured.

The Alliance entered the mouth of the river at 10 o'clock Wednesday night. The dredge Portland was working on the south side of Nigger Tom island in order to clear the dredge Pilot Turner made a run slightly to the eastward of the regular course. To make the swing he put his helm hard aport, but when the Alliance struck the eddy she refused to swing and went ashore on the island. Following the Alliance up the river, were the steamers George W. Elder and the City of Panama. On noting the condition of affairs on arrival at the mouth, Captain Jensen, of the Elder, dropped back and anchored for the night. The City of Panama came up a little later and also went to anchor to await daylight. At 5 o'clock in the morning the dredge had shifted position and the Elder, which had laid her course on the inside of the Portland, was compelled to turn back. The City of Panama then came up and in attempting to enter the Willamette, struck the same cross current which sent the Alliance ashore and crashed into the stern of that vessel.

Panama Cut In Five Feet.

The San Francisco and Portland boat struck the Alliance a trifle to starboard of her rudder post, cutting her down from the hurricane deck to the lower guard rail and inboard for a distance of about five feet.

Thirty Days Out of Commission.

The Alliance's timbers are badly splintered and her tiller jammed. She will go on drydock and it will be fully thirty days before she can go into commission. The Alliance was also forced fully twenty feet further upon the mud bank. Had it not been for the condition of the bottom where the Alliance lay at the time, the City of Panama would have cut through her for a distance of perhaps twenty feet.

Water Line Intact.

At it was, the cut does not extend to the waterline and the injured craft did not make water. The dredge Columbia, in tow of the John McCracken, went to the scene and by this morning it is hoped the Alliance will be afloat and at drydock. The steamer Diamond O left last night for the scene and stood by for the purpose of pulling off the stranded craft.

Passengers Were Asleep.

Passengers on both the City of Panama and Alliance were asleep at the time of the accident. Immediately after the crash, men, women and children rushed onto the decks, but no panic resulted and in a few minutes the officers of each vessel had quieted the startled travelers. The City of Panama pulled out from the wrecked Alliance and proceeded to Portland. Passengers of the Alliance were brought to Portland on the steamer Undine, which arrived at the Couch street dock shortly before noon.

The Alliance's History.

The Alliance has been running into Coos Bay every year since she was built at Eureka in 1896 by H. Bendixen. She was taken off in the summer of 1897, when the Alaska gold excitement originated, and during the summer months plied that run for three years, returning to the Coos Bay and Eureka route in the winter time. She has been running now steadily into Coos Bay for seven years and has always been popular with the traveling public. Mr. L. W. Shaw, her Marshfield agent, has been with the company for the past three years. The ship has been docking at the Dow warehouse for five years past. The Alliance has enjoyed good and more than good patronage from the hands of Coos Bay merchants and business establishments, since she

VARDAMAN BELIEVES WILLIAMS WILL MAKE EXCELLENT SENATOR

Jackson, Miss., Aug. 8.—Governor Vardaman, who was today declared by the Democratic executive committee to have been the loser in the contest with John Sharp Williams for the senatorial nomination, tonight gave out a statement in which he declares he will support Williams heartily and expresses the hope that Williams will make a good senator. Vardaman does not recede from the principles he supported during the campaign, and declares he will continue his fight for them, notwithstanding his defeat.

was considered their regular standby and they knew what they might expect from her in the way of receiving goods ordered from Portland. Her passenger traffic has been practically all that could be desired, and the boat has seldom come to the bay within the past three years without a full list.

Passengers on the Alliance.

Mrs. V. A. W. Schlappi, W. Conklin, Mrs. W. Conklin, Orvil Conklin, Mrs. C. W. Hess, A. N. Maynard, Louis Archer, Emma Archer, Arthur Green, E. L. Eastman, J. M. Cole, Fred Wilson, J. E. Stevens, H. C. Schryver, E. Weisner, John Mitchell, Master Sherman Mitchell, Rex C. McMahon, C. Bruner, Matthew Voney, Nellie Cartner, Geo. E. Shaver, Mrs. Geo. E. Shaver, Lloyd Irvine, L. B. Blaisdell, Mrs. L. B. Blaisdell, Florence Brady, Ella Gamble, L. K. Wright, Frank Blackerby, Mrs. Frank Blackerby.

Description of the Panama.

The City of Panama is a vessel of 250 feet with a 36-foot beam, and was built at Chester, Pennsylvania, where the Breakwater was constructed. She was built in 1873, and carries 800-horse power engines and has a gross tonnage of 1490, and a net tonnage of 1046. This steamship is running between Portland and San Francisco in place of the Columbia, recently lost near Eureka.

SOUTHERN PACIFIC EXTENDS SYMPATHY—TO CARE FOR TRAFFIC.

The local agent of the Southern Pacific, C. J. Millis, received the following telegrams from the Breakwater agent in Portland:

"Alliance and City of Panama in collision mouth of Willamette. Alliance badly damaged, but beached safely."

"W. A. Baker," "Panama drove six feet into Alliance's stern, splitting her open. Will be month before ready for sea again. Baumgartner requests we take care her freight."

"W. A. Baker," "Mr. Millis immediately wired Mr. Baumgartner as follows: "Regret Alliance accident. Congratulate you upon evident good handling and consequent safety of lives and property. Breakwater will do everything possible to assist during your disability."

Mr. Millis also instructed Mr. Baker to offer sympathy and good offices to the Alliance's people.

SMITH EMPLOYEE HAS AN ANKLE BROKEN IN FALL

Jostled by a Timber, Ed. Davis Makes Jump and Sustains Injury.

Ed. Davis, an employee of the Smith Company, met with an accident on Wednesday by which he sustained a broken ankle. He was engaged on the superstructure of the new mill, when he was jostled by a timber and had the choice of falling or jumping. He chose the latter course and alighted in erect position from a distance of 18 feet, but the weight of his body in such a long fall broke the ankle, as related. He was taken to the Marshfield hospital and the injured member was dressed by Dr. McCormac. The injured man is doing well but will be laid up for some time.

EAST MARSHFIELD WILL HAVE GROCERY STORE

William J. LaPalme has purchased lot 10, block 46, in East Marshfield, and given his order for lumber for building a two-story frame building 23x40 feet. He will conduct a grocery store in the lower story and will partition the upper room into living apartments.

Suspected Land Robber on Trial.

San Francisco, Aug. 8.—The case against John A. Benson charged with fraudulently securing 1,000 acres of government land in Tehama county, began before Judge DeHaven today. The jury was secured and the prosecution made its opening argument.

CHAMBER OF COMMERCE MEETING FOR TONIGHT

WIRELESS TELEGRAPHY AND GRAVENSTEIN APPLES WILL BE THE CHIEF TOPICS TONIGHT

Features of the Chamber of Commerce meeting this evening will be the Gravenstein apple again, and Wireless Telegraphy. Professor W. D. Reedy will lead on the "Gravenstein Apple," and Dr. Emil Stoessel, of New York, will address the audience on "Wireless Telegraphy."

Mr. Snover's address last Friday night has aroused considerable interest in the possibilities of apple-growing in Coos county and resulted in arrangements now being under way by the Chamber of Commerce for a big fruit-growers' meeting in Marshfield in the near future. There is variation of opinion as to what varieties of apples can be successfully grown in this county. The conflict of opinion made at last Friday's meeting was very interesting toward the close and the discussion will be more interesting tonight. The statement was made at the last meeting that only the Gravenstein can be successfully grown here. That statement will be challenged tonight and the matter threshed out in open meeting. The question of freight rates on apples from the Coquille country to the Bay entered into the discussion last Friday night and there was some misunderstanding as to what the rate really is. Mr. Millis, resident manager for the local S. P. road and steamship line, is expected to be present tonight and will doubtless clear up any doubt as to apple freight rates.

Dr. Stoessel and Mr. F. H. Shoemaker, representing the Union Wireless Telegraph Company will be in attendance at the meeting and Dr. Stoessel will deliver an educational lecture on the popular and mysterious theme of transmitting conversation through the open air without the use of wire or tube. This subject has been given much space in scientific magazines of late and is of universal interest. After his address, Dr. Stoessel will give any who desire the opportunity to ask questions. As, wherever he has gone, readers on the subject have been found to take a keen interest in the subject, the announcement is made that tonight's meeting is open to ladies and to the public generally.

"TELEGRAPHERS SURE TO LOSE" SHOOTS WIFE AND HIMSELF

Superintendent Miller Says Lesson of San Francisco Strike Is Valuable.

RYAN INSULTED OPERATOR

Woman Who Staid With Company During Strike Mark for Ryan's Displeasure.

San Francisco, Aug. 8.—Superintendent Miller of the western division of the Western Union said today he probably would leave for Los Angeles tonight. Miller says the telegraphers of Los Angeles are smarting from the defeat suffered in the recent strike in San Francisco and have since then endeavored to make it uncomfortable for operators who remained loyal to the company in San Francisco during the recent trouble. He says Ryan was discharged because he insulted Mrs. Sadie Nichols, the operator in the Oakland office who remained at work during the strike, and for maliciously delaying business. Miller said that while the company never indirectly or directly recognized the union, it does not discriminate against men belonging to that organization, but has given operators to understand the company intended to run its own business. Asked if he thought likely the strike would extend to other cities, Miller said, "I do not think so after the lesson the operators learned in the strike here."

Jealous Dalles Jeweler Seeks Out Wife in Portland and Slays Her.

TROUBLOUS MARRIED LIFE

Couple Never Got Along Well Together—Wife Left Home Last November.

Portland, Aug. 8.—Harry Liebe, a jeweler of the Dalles, tonight shot and killed his wife, at the latter's home, 368 1/2 13th street, this city. Liebe then killed himself. Domestic infelicity is said to be the cause of the shooting. Mr. and Mrs. Liebe were married four years ago and it is stated their married life was inharmonious from the start. Mrs. Liebe left her home at The Dalles last November, coming to Portland and renting the house in which the tragedy occurred. Liebe visited his wife several times, but no reconciliation resulted. Tonight, about eight o'clock, he visited Mrs. Liebe, evidently by appointment, and after a moment's conversation with Mrs. H. A. Sturtevant, a boarder, went with Mrs. Liebe into another room. A moment later Mrs. Liebe screamed, "Help! Mrs. Sturtevant, help!" Mrs. Sturtevant ran to the door, just as three pistol shots were fired. The woman was afraid to enter the room alone, and summoned a neighbor. When the two entered Mr. and Mrs. Liebe were on the floor, breathing their last.

OPPORTUNITY FOR COOS BAY

Roseburg Line Should Be Promoted and Built if Country Would Have Railroad

NORTHWESTERN WILL COME

Wyoming, Idaho and Pacific, a Northwestern Company, Is Heading This Way.

Advices received here point to the rapid extension of the Chicago and Northwestern Railroad from its present terminal at Lander, Wyoming, along the lines indicated in the article from the Hailey (Idaho) Times, which is given below. A Times reporter had an interview with a railroad man who has been connected with the construction of several independent lines which were afterwards absorbed by the Northwestern Company, and was told that if Coos Bay people would organize a local company and have a line definitely located up Coos Bay river and across to Roseburg or by some better route,

if it could be found, the Northwestern stockholders who are backing the Wyoming, Idaho and Pacific Railroad Company, would have their bonds underwritten and ultimately take over the local company. The article from the Hailey Times is as follows: "Three of the managing officials of the Wyoming, Idaho and Pacific Railroad Company who left Chicago last Sunday night were expected here today; but they evidently failed to connect with the branch train. "They are coming to look over this region in company with Roy L. Thatcher, to whom Ed Smith has cheerfully loaned his 60 horse power automobile for the purpose. "While the line of new road is located and surveyed, it may be changed in some localities, and these gentlemen come to look over the country cursorily, prior to the final selection of the route. "The Wyoming, Idaho and Pacific Railroad is to run from Chicago to Coos Bay, and to be 1852 miles in length. It will enter Idaho near Jackson's Hole, run down the Snake to Idaho Falls, thence to Arco on nearly a straight line, to Cary, to Picabo, along the old emigrant road to Camas Prairie, and on to Boise, where the terminus will be near the Natatorium. "It will drop a line to Salt Lake City from Wyoming, one to the same place from Idaho, probably one to Hailey, and down to the Alberta and Twin Fall tracts. "It will be built rapidly. Construction gangs will be put to work from Salt Lake to connect with the Idaho line, while gangs will work both ways from the Utah and Northwestern Railroad. Another crew will be put on from the Coos Bay end,

ENGINEER CARROLL GIVES BAR FIGURES

Present Survey of Coos Bay Shows Twenty Feet of Water For Entire Length of Bar.

William G. Carroll, junior U. S. engineer, who with a crew of surveyors, has been on Coos Bay for some time completing a new survey of the bay, has about completed his work, and will leave here for the Columbia river about the 12th instant, where there is important work awaiting his attention. Mr. Carroll gave a Times representative an opportunity of learning just what condition Coos Bay and its bar are in and showed the measurements and soundings from the bar to a point 1,000 feet east of the Libby coal bunkers. His findings demonstrate beyond any sort of doubt that Coos Bay has the best bar between San Francisco and the Fuca straits.

ASTORIA WILL HAVE PORTLAND'S ASSISTANCE

Commercial Bodies To Aid Congressmen and Senators in Securing Naval Station.

The Portland Commercial club and the chamber of commerce have taken up the question of a location for a new government naval station on the Pacific coast and will cooperate with the Astoria chamber of commerce and Oregon senators and congressmen in an effort to secure the location of this station on the Columbia river.

Investigations have been under way for some time by the government with a view to locating such a station at some point between Puget sound and San Diego. For several years it has been apparent to naval experts that the Pacific coast was inadequately supplied with facilities for naval equipment for Uncle Sam's warships on this side of the globe.

Recently recommendations urging a new station were made by the navy department and a committee was appointed, consisting of Admiral Catta, chief naval constructor; Admiral Cowles, chief of equipment bureau, and Admiral Halliday, chief of bureau of yards and docks, who were directed to visit the Pacific coast and look for a suitable location. The efforts of the Portland and Astoria commercial bodies will be directed to making a showing for the Columbia river strong enough to favorably impress the committee.

RAILROAD ACTIVITY IN KLAMATH COUNTRY

Surveyors Bound Eastward Where Several Companies Have Surveying Crews at Work.

Klamath Falls, Ore., Aug. 8.—Engineer Journey and his assistants have already moved camp and are in the Bonanza country, having finished their survey from Klamath Falls through the Lost river gap. They are working east from here to Lakeview, and it is said they are a division of the forces battling for the large territory in eastern Oregon now without railroad transportation.

Engineer Journey's arrival, together with the announcement that rails have been ordered removed from the Coos Bay road to the California & Northwestern railway and work rushed on the latter have awakened a great deal of interest in railroad matters. Further, it is announced that the California & Northwestern will commence shortly on the deep cut just north of this city, as this will furnish the material for the fill east of the city.

The deeds have been delivered to the Southern Pacific and the money paid over to Abel Ady, George W. White and Leo S. Robinson for right of way of six miles over their swamp lands below this city. This is the closing act of what appeared at one time about to become a source of trouble and delay. Altogether, railroad matters seem to be progressing favorably for the people of this section.

BOY HOLDS TELEGRAPH POSITION REGULARLY

Fourteen Year Old Boy Has Regular Situation As Key Man.

Albany, Oregon, Aug. 8.—Thomas Gerber, the youngest telegraph operator in Oregon if not on the Pacific coast is now in Albany in the employ of the local Western Union Telegraph office. He is taking the place of Operator Royce, who left yesterday evening for a two weeks' vacation in San Francisco. Mr. Royce was accompanied on his trip by his mother and sister. Thomas Gerber, who takes Mr. Royce's place at the key is only 14 years old and entered the employ of the telegraph company two years ago in Oregon City, where his home is. Quickness of comprehension enabled him to master the key and he can now handle wires with the ability of a veteran. Last week he had complete charge of the Oregon City office, during the absence of the man in charge and filled the place to the satisfaction of all.

Halsey's Illness Stops Trial.

San Francisco, Aug. 8.—The trial of Theodore V. Halsey came to an abrupt stop today by the sudden illness of the defendant who is confined to his home with intestinal trouble which may necessitate an operation.

From the Head there is good depth of water, about the same as on the outer entrance, until a point is reached opposite the government works, where it shoals to 14 feet in one place. However, mariners know this shoal and can go around it on 19 feet of water. From the government works to Empire there is twenty feet for the entire distance. A short distance this side of Empire the channel shoals to 15 and 18 feet for about half a mile.

From this point to Pony Inlet there is over 20 feet for the distance. At Pony Inlet there is a small shoal inside the south buoy which shows but 11 feet, but this is avoided by Captain Olson of the Alliance who found it and goes around it on 14 feet of water. Mr. Carroll says the buoys at this place should be changed so as to embrace the deeper water and thus make safer passage. This shoal extends for about a quarter of a mile.

At the North Inlet entrance there is another shoal to 15 feet for a quarter of a mile. From there to Old North Bend the channel carries 20 feet and over, and about the same to New North Bend. At the save mill, he found but thirteen feet in one or two places, and then at the cold storage plant there is but 12 feet. A little this side of the cold storage, opposite the mattress factory the channel narrows to about fifty feet and here he found 12 feet. The average from this point to the Libby coal bunkers is 12 feet. A short distance above the coal bunkers, 11 feet is found in one spot. The survey stops at a point 1,000 feet beyond the Libby bunkers, where deep water is again found, about 18 feet.

The findings show plainly that the proposed dredging which is interesting the Marshfield Chamber of Commerce is a matter which should be taken up by the citizens and property owners at this place and pushed through as quickly as possible. It is well enough to add that the boats plying these waters have no trouble in reaching any part of the bay where the channel trends as described in this article, but there is need for greater room and a wider channel, at this end of the bay, and even deeper water.

Mr. Carroll's work at the Columbia river will consist of surveying bars which are formed by every freshet which occurs in the big river. The June freshet developed a number of bars for immediate work there. When the shoals are located, they are dredged and cleaned out by other government workmen.

—The Steamer Beta will leave foot of A street Sunday morning at 8 o'clock for Charleston Bay, calling at way ports. Will return in evening. Round trip 50 cents.

CASA BLANCA STILL IN FEAR OF KAYLES—FIRING LASTED 2 DAYS.

Tangier, Aug. 8.—Latest news received here from Casa Blanca says calm is now restored. The military governor requested permission to go aboard a ship in the harbor but was refused. He fears for his personal safety and although money has been sent to pay the troops at Casa Blanca and ensure performance of their duties he is unable to secure a bodyguard. The shooting beside Casa Blanca lasted two full days, and only came to an end yesterday morning. The Kayles have gone back out of range of the firing warships.