

CAPT. MALMGREN OF LAKME CRITICIZES ACTION OF OTHERS

Says Masters of Other Vessels Did Not Respond to Distress Signals.

WATSON AND SHOSHONE ALLEGED OFFENDERS

Crew of Lakme Nearly Crazy When Abandoned to Their Fate.

Capt. O'Brien of the steamer Watson is roundly scolded by Capt. Malmgren of the steamer Lakme, which was rescued last week by the steamer Nann Smith, for leaving the latter in a dangerous position off Cape Blanco. The Watson made a couple of attempts to shoot a line aboard the Lakme but they failed and she left her about 6 o'clock in the evening. Capt. Malmgren claims that if the Watson had remained three or four hours longer, she could have taken the entire crew of twenty off the Lakme instead of allowing them to remain to their fate. He has given out long interviews in San Francisco about it.

The steamer Shoshone is also being criticized for leaving the Lakme in distress. The Shoshone was the first to discover the Lakme's troubles but after standing off a couple of hours in the storm proceeded without making any attempt to save the men. The Shoshone was the vessel that stood off the Bay a year ago when the Czarina was wrecked.

Capt. Olson Talks.

Capt. B. W. Olson of the Nann Smith is very modest about his feat in rescuing the Lakme and her crew of twenty men. He says he only did what any man should have done.

"Capt. Malmgren of the Lakme in the San Francisco papers tells how the other vessels left him," said Capt. Olson today. "Before crossing out, I communicated by wireless with the government station at Cape Blanco and with the Asuncion, Argyle and other vessels off here that were searching for her and ascertained where she was last seen. When the Argyle told me that she could not find any trace of the Lakme off the Coquille, I made up my mind that she must have drifted north of here. Sure enough when I was crossing out, I saw two masts north of here. I saw them before I reached the Life Saving Station.

"It is strange how the Lakme floated by without being seen from the lighthouse or the lookout of the life saving station. She was less than four miles off shore and was burning distress signals all the time. It would seem to me that the lookout at the life saving station should have seen her easily and especially in view of the fact that she could be seen from the deck of the Nann Smith even before we reached the station.

"When we reached the Lakme, you can bet they were overjoyed. They had an awful experience and had been anticipating the worst for hours. After the Watson left them, some of the men, Capt. Malmgren told me, almost went crazy. When they were tossed up within ten feet of Fox Rocks, some of the men wanted to jump from the Lakme onto the rocks but Capt. Malmgren kept them from doing so.

"After that, they feared they would be driven ashore on Cape Arago where they knew there was practically no hope of their escaping alive. Their life boats had been swept away and they only had a couple of crude life rafts that they had built.

"Thursday night, they were given a keen disappointment when their distress signals received no answer from the shore and keener still was the disappointment when the Breakwater with her lights gaily burning passed within a mile of her and gave no evidence of seeing the distress signals. When the Breakwater first hove in view, all aboard, Capt. Malm-

WILL HELP THE WHOLE COAST

Lumber Can Be Shipped to New York Via Panama For \$5.00 Thousand.

Twelve days from Portland, Ore., to New York by water upon the completion of the Panama Canal is the schedule predicted by Captain A. W. Nelson of the steamer Beaver, plying between Portland and San Francisco. Moreover, he says, freight will be carried for \$6 a ton instead of \$28 now charged by the railroads, and he believes the canal will be in operation within two years.

Captain Nelson was formerly in command of the steamer City of Para and he has been making trips to the canal region for the last ten years. He is considered as familiar with the canal work as any one outside of the government employ.

"The Panama canal will bring the greatest development of Pacific coast resources that I know of," said Captain Nelson. "Two years from now lumber will be shipped from Portland to New York for \$5 a thousand. To ship lumber by rail to New York is an impossibility today. The charges are three and four times what the lumber is worth.

"I was told upon unimpeachable authority that in two years' time I can take the Beaver through the canal. I can almost take her now. With the Gatun gates finished and the balance of the dirt and rock out of the Culebra cut the Beaver would go through with ease. Business men should get ready for the big growth that will follow on this coast.

"It is the opinion on the canal zone that charges for use of the canal will be \$1 a ton, a very reasonable price, as Suez, I am told, charges \$5 a ton. President Taft has recommended a charge of \$1 in his message. The Panama canal, in my opinion, will make Portland a city of 500,000 quicker than all the railroads that can be built in twenty years. Mark my words, this coast is going to boom."

gren said, thought sure it was a vessel coming to their relief and they gave every distress signal possible to hasten her approach but in vain.

"We took the men aboard the Nann Smith at once and gave them food and water and dry clothes and made them as comfortable as possible. We did not stop to dicker about terms as I was first determined to get the crew to safety and so was Capt. Malmgren. He merely asked to be towed to San Francisco if possible. I wasn't sure we could make it if another storm came up and I told him I would do the best I could and we attached the steel hawser to her. We made the trip down in good shape."

Clash Over Salvage.

Capt. Olson and Capt. Malmgren have turned over the question of salvage to the owners of the two vessels to settle.

Usually, the marine law, allows forty per cent of the value of the cargo and vessel saved to the vessel saving them.

In this instance, it is understood that Arno Meehan of the C. A. Smith company presented a bill to the Chas. Nelson company merely for towage and expenses incidental thereto. Manager Tyson of the Chas. Nelson company, it is understood sought to dicker about it, and Mr. Meehan immediately called the deal off and referred the matter to the courts to adjust.

Warren Butler has just returned from a trip to Illinois where he has spent the winter with relatives.

The only thing that some women do to make home happier is to buy

COOS BAY IS STORM BOUND TO LOWER BAY

Telegraph and Telephone Wires Still Down—No Mail Received.

Coos Bay is still isolated as a result of the recent snow storm. The telephone and telegraph wires are still down and the only news from the outside world is an occasional message received at the Wireless Station from some vessel in distress.

It has been a long time since the telephone wires were so completely demoralized as at present. As a result of a crossed wire a message was received by telephone from Sumner at noon which stated that no mail had reached there from Roseburg for two days but a force of men were at work trying to clear the road. Seven or eight large trees toppled over and obstructed the road beyond Sumner. It was hoped however that the mail carriers would get some of Wednesday's mail through to Sumner late tonight or early tomorrow.

The Western Union succeeded in establishing communication with Sumner this afternoon but were unable to get farther or tell when they would succeed in getting a line to Roseburg. This holds back The Times Associated Press dispatches.

A NORTH BEND FIRE SCARE

Electric Light Reflection Cause of Midnight Fire Alarm.

The people of North Bend are suffering from a case of "fire nerves." The recent destructive blaze and the knowledge that it developed an unusual susceptibility to fear of a conflagration. Last night, shortly after midnight, some elated pedestrian saw what he thought was a blaze flare up at the Palace hotel and hurried to give an alarm. A few minutes later, about 12:40 the people were startled by the shrill screams of the fire whistle. There was hurrying and scurrying. A little investigation proved that the alarm was the result of a strong electric light reflection on some clothes hanging at the Palace hotel.

People retired with a sigh of relief to dream of Chinese fire dragons, fire crackers, fire whistles and shooting flames that leaped to lick the emblazoned clouds that with irradial glare caught up the fitful gleams and hurled them on to abyssal spaces beyond the skies.

HEADS NEW CALIFORNIA DIOCESE.

SAN FRANCISCO, Cal., Jan. 26.—The Rev. Louis Childs Sanford was consecrated today as first bishop of the new Episcopal diocese of the San Joaquin valley, which has been created out of a part of the district heretofore comprised in the diocese of San Francisco. The consecration service took place in St. John's church, the consecrator being Bishop William Ford Nichols of this city. A number of other well-known prelates were in attendance.

BIDS FOR MERCHANDISE STOCK AND HORSES.

Bids will be received until 12 o'clock, noon, Monday, January 30, 1911, on the following: Stock of general merchandise at Libby store consisting of groceries, dry goods, hardware, boots, shoes, etc. Also on mules, horses, harness, etc., of Libby mine. Bids will be received either on whole or on separate departments. Address all bids or inquiries to Oregon Coal & Navigation Co., Libby, Oregon.

Major Morrow Accompanied By Marshfield Men—Give Smoker Tonight.

Major Jay Morrow, chief of the United States Engineers for this district, accompanied by a number of Marshfield business men is this afternoon making a tour of inspection of the lower Bay on the steamer Flyer. The trip was arranged by the Marshfield Chamber of Commerce.

Major Morrow and Engineer Leefe yesterday made a trip of inspection of the Coquille river to enable Major Morrow to personally familiarize himself with conditions there.

Coming in yesterday morning, Capt. Macgenn had Major Morrow on the deck with him so that he was able to get a good view of the bar and jetty.

Give Smoker Tonight.

The Millicoma club will give an informal smoker at the club rooms this evening complimentary to Major Jay Morrow of the United States Engineers at Portland who is spending a few days here. No invitations have been sent out but all members are invited to be in attendance. An informal musical program is also being arranged.

PLANT SAILS SOUTH TODAY

Carries a Large Freight Cargo and Good Passenger List.

The steamer M. F. Plant sailed for San Francisco this afternoon at 3 o'clock carrying a good cargo of freight which included 300,000 feet of lumber from the C. A. Smith mill some coal and a large shipment from the North Bend Box Factory. About fifty passengers were aboard among whom were the following:

E. M. Metler, C. M. Byler, Mrs. Byler, Pearl Chapman, Leona Richards, Paul Schillerstrom, Mr. Monroe, Mrs. Monroe, W. P. Murphy, Mr. A. E. Neff, John Francis, J. C. Swissig, Pete Bellards, Annie Hoglund, Mrs. M. Grow, L. Chefman, Mrs. Schiller-Pave Schillerstrom, Mrs. Schillerstrom, Mrs. F. Angella, Mazie Angella, J. A. Hoelling, Mrs. Hoelling, Jack Clague, Harry Dawson, Frank Angella, J. Frisco, J. Drage, F. Moran, and fourteen steerage.

HONOR CATTLE MAN.

CHAMPAIGN, Ill., Jan. 27.—With interesting exercises the name of James Nelson Brown, organizer and promoter of the Illinois State Fair and early importer of purebred cattle, was admitted to a place in the Farmers' Hall of Fame at the University of Illinois. Included among the speakers and other participants in the ceremonies were Governor Deneen, President James of the University of Illinois, Dr. Frank Crane of Chicago, James M. Crebs, president of the Illinois State Fair, and Alvin Sanders, a member of the national tariff board. The portrait of James N. Brown was unveiled by his great-granddaughter, Miss Lynette May Brown.

The name of James N. Brown is the second to be placed in the Hall of Fame at the university, that of Cyrus B. McCormick, inventor of the reaping machine, having been placed in the hall last year. The names of men selected as candidates for future admission, one each year, are: Jonathan B. Turner, father of land grant colleges, to be admitted in 1912; Isaac Funk, successful pioneer breeder of live stock, to be honored in 1913, and, in 1914, Philip D. Armour, leader in his day in the development of a large and profitable market for animal products.

BIG PASSENGER STEAMER GOES ASHORE ON BARKLEY SOUND

BILL TO FIX ALL SALARIES

Measure Introduced at Salem Regulating Compensation of County Officials.

SALEM, Ore., Jan. 26.—The ever-recurring scramble among public officials for increased salaries would be ended as far as county officers are concerned, if the bill Representative Buchanan has again introduced at this session becomes a law. The same measure was before the 1909 session but failed to pass.

By its provisions the salary of all county officers is regulated automatically. The county officers of every county in the state are classified on a basis of population and the assessed valuation of the respective counties. It is on this basis that a schedule of salaries is computed. As each county increases in population and assessable values, under the operation of the Buchanan bill the salaries of the various officers would increase, as the county graduated from one class into the next. By the same system, the salaries of officers of any county would be reduced automatically should its population and the value of taxable property fall sufficiently to place the county in a lower classification.

Mr. Buchanan will urge the legislature to enact the bill as a permanent solution of the salary question, which is always being brought before the legislature, with the result that much time is needlessly expended in the consideration of bills with which the average legislator is not acquainted and for that reason is incompetent to pass upon.

To Prevent Home Rule in Towns of Less Than 500 People.

Amendments to the existing law of the state relative to the incorporation of towns, designed to make it impossible to take undue advantage of the Home Rule amendment with respect to the liquor traffic, have been prepared by the Greater Oregon Home Rule association and will be urged for adoption before the legislature at Salem.

The new act differs from the old in that there must be 500 inhabitants within the area proposed to be incorporated, and the petition asking incorporation, for presentation to the County Court, must bear the signatures of 50 per cent of the voters to be affected by incorporation, but in no case shall more than 100 signatures be required.

The existing law permits incorporation with 150 inhabitants and only 40 signatures are necessary to make the petition valid for consideration. In making the maximum number of signatures required only 100 there was taken into consideration the fact that this is usually about the number of voters in a community of 500 persons, the ratio generally being about one to five.

It is feared that the amendment to the state constitution giving to municipalities the right to regulate the liquor traffic within their own borders would be the signal for the incorporation of a lot of "one-horse" towns. The passage of the proposed new law would to a great extent, it is believed, eliminate this danger.

H. B. 175, Gill—Providing for extension work in connection with the State Agricultural College and the appropriation of \$100,000 annually therefor.

H. B. 182—Providing for competition in securing plans and awarding architectural work for public buildings.

H. B. 183, Eggleston—Establishing a branch experimental station of the Oregon Agricultural College in Southern Oregon.

Passengers Are Rescued By Tug Goliath and Revenue Cutter Tahoma.

CREW STAY BY STEAMER AND HOPE TO SAVE HER

Capt. Joynes Well-Known On Bay Is Master of Rescuing Boat.

The Marshfield Wireless station received a message last night saying that the Steamer Tees a large passenger boat belonging to the Canadian Pacific Railway, and carrying a large number of passengers struck a small rock off Gowland Island, Barkley Sound, and sprung a leak.

By use of rockets and distress signals they succeeded in attracting attention and a Puget Sound tug "The Gollath" and the U. S. Revenue Cutter "Tahoma" went to their assistance. All the passengers were taken ashore but as there seemed to be no immediate danger the crew remained with the boat.

The steamer Tees left Ucllet about 7 P. M. for Banfield, carrying a large passenger list. It was about 9 P. M. when she struck the rocks during high tide. At last reports she was resting easy and while leaking a little the crew hoped to float her at high tide. She is surrounded by very deep water.

Coos Bay people will await fuller reports of the accident with much interest as the master of one of the rescuing boats is Capt. Joynes, well known here and who was recently given charge of the Revenue Cutter Tahoma. Capt. Joynes had charge of the investigation of the Coos Bay Life Saving Service following the Czarina wreck, being sent here by the officials at Washington for that purpose.

Barkley Sound is on the west coast of Vancouver Island and rather remote from the main traveled course.

ALONG THE WATERFRONT.

The Nann Smith will sail tomorrow for Bay Point.

The Breakwater will sail at 8 o'clock Saturday morning for Portland.

The Redondo will sail at 10 o'clock Sunday morning for San Pedro, stopping at San Francisco both ways.

NEW BISHOP CONSECATED.

Rev. Theodore Payne Paxton Has Diocese of Oklahoma.

MINNEAPOLIS, Minn., Jan. 27.—The service of consecration of Rev. Theodore Payne Thurston as bishop of the diocese of Oklahoma took place here yesterday, and was one of the most notable ceremonies in the history of the Episcopal church in this city. It was 10 o'clock before the procession of bishops, clergy, laymen and choristers who were to take part in the service reached St. Paul's church. The decorations of the church were most elaborate and it was crowded to its capacity.

The number of bishops participating was larger than usually takes part is a ceremony of the kind. Bishop Tuttle of Missouri, the presiding bishop of the church, officiated, assisted by the Right Rev. Francis K. Brooke, missionary bishop of Oklahoma, and Right Rev. Frank R. Millspaugh, bishop of Kansas. The presenters were Bishop Brewer of Montana and Bishop Edsall of Minnesota. Rev. Samuel C. Welles of Vinita, Okla., and Rev. Theodore Sedgwick of St. Paul were the attending presbyters. The consecration sermon was preached by Bishop Lawrence of Massachusetts, who was dean of the Episcopal Theological Seminary when Mr. Thurston was a student there.