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ALLIANCE IN DISTRESS PICKED UP BY STEAMER NOME CITY

Vessel En Route From Portland to Coos Bay Loses Rudder Off Bar.

HAUSER BREAKS SOON AFTER AID IS SECURED

Vessel Far Off Coast and Is Thought to Be Perfectly Safe.

The steamer Alliance, bound from Portland to Coos Bay, yesterday lost her rudder off Coos Bay and after sending wireless calls for thirty-six hours in a vain effort to secure help from here, was taken in tow by the steamer Nome City en route from San Francisco to Portland.

Five minutes after the Nome City got a line to the Alliance, the hauser broke.

This was the last word received from her at about 4 o'clock this afternoon by Agent McGeorge. However as the Alliance is several miles out to sea, she is thought to be perfectly safe and it is fairly certain that the Nome City will get another line on her and tow her safely to Portland.

The Nome City first picked up the Alliance at 1:45 this afternoon.

The Alliance lost her rudder early Sunday morning and then rigged up a jury rudder, Capt. Lofstadt hoping that would serve to bring him into port. In the rough seas, the jury rudder was also torn away this morning.

About 5 o'clock Sunday morning, Agent McGeorge received a wireless from Capt. Lofstadt asking that assistance be sent and sent quick as the Alliance was slowly drifting shoreward. Mr. McGeorge called for the tug Columbia to put out to aid the Alliance but Capt. Bendergard was slow in responding. An effort then was made to get the tug Gleaner at Gardiner. Finally word was sent to the tug Klyhiam at Bandon to put out to aid the Alliance.

Capt. Magee of the Gleaner was then reached and it was too late for him to go out yesterday and finally he put to sea this morning but was unable to locate the Alliance, and late this afternoon reported from the Empina that he had gone up the coast five miles off shore and had not sighted the Alliance.

Angry at Bendergard, The failure of the tug Columbia to go to the assistance of the Alliance may possibly result in charges being filed against Capt. Bendergard of that vessel.

Agent McGeorge is highly wrought up over the affair. He says if it had not been for the promise or expectancy that the Columbia would be able to go to the assistance of the Alliance, he might have got another tug out to her sooner.

Yesterday, Mr. McGeorge states, that after the Columbia did get up steam to go, she went out and picked up a steam schooner and instead of leaving her in the lower bay and proceeding to the relief of the Alliance, towed the other vessel up to the railroad docks at Marshfield.

Mr. McGeorge is keeping a careful record of the entire affair and will probably lay the matter before the government authorities.

Around town, the affair is attracting much comment. That a vessel should have to lie off here thirty-six hours in distress without getting any aid, everybody declares is deplorable.

BOAT BUILT ON COOS BAY REPORTED IN DISTRESS OFF TILLAMOOK. A press dispatch from Astoria to the Portland papers Saturday stated that the gasoline schooner Patsy, which was built at North Bend, to take the place of the ill-fated Oshkosh which was lost on the Columbia bar a year ago, was in distress off Tillamook. The last seen of her was Friday night. An Astoria dispatch says: "The gasoline schooner Patsy of the Elmora line, Astoria to Alsea, was reported in distress a mile off Tillamook bay late last night, and the revenue cutter Tahoma was ordered from this port to render the vessel assistance. A strong east wind was blowing off Tillamook bay at the time of the reported distress signals. This morning a wireless message received from the revenue cutter Tahoma states that she arrived off Tillamook bay at 4 o'clock this morning, but had not sighted the Patsy. It is supposed the Patsy has proceeded under sail on her way down the coast. The Patsy sailed from here yesterday morning for Alsea. Last night H. H. Haradon, the managing owner, received a message from Tillamook saying the craft was in distress just outside the

FIGHT 1ST DEGREE MURDER CHARGE

Goldie Bestscott Arraigned Before Justice Pennock—Claim Pneumonia Caused Death.

Goldie Bestscott is having her preliminary hearing before Justice Pennock this afternoon on the new charge of murder in the first degree filed against her, following the death of Chas. Murray as a result of the North Front street shooting scrape a few weeks ago.

charge on the ground that Murray's death was due to pneumonia instead of to the actual effects of the bullet fired by Goldie Bestscott.

This afternoon, Dr. Geo. E. Dix was called as a witness and testified that pneumonia caused death and that the bullet was merely a contributory cause. He was still on the witness stand at 4 o'clock.

The hearing may not be completed this afternoon as a number of witnesses are to be examined.

Goldie Bestscott is in attendance at the trial.

PORT REELECTS OLD OFFICERS

Port of Coos Bay Commission Holds Annual Session—New Projects Adopted.

The Port of Coos Bay Commission held its annual meeting today when the old officers were re-elected for the ensuing year. They are:

President—L. J. Simpson. Vice-president—W. C. Harris. Secretary—Henry Sengstacken. Treasurer—Dr. E. Mingus.

The report of the commission is doing was shown by a report of Secretary Henry Sengstacken on the special dredging it did for the Port Commission between a point opposite Elrod avenue and the C. A. Smith mill. The Oregon removed 54,000 yards of dirt outside the project at a cost of \$2,180 or slightly more than four cents per yard. As the average charge for dredging on even large contracts is about twelve cents per yard, the big saving the Oregon is making on Coos Bay is plainly illustrated.

The commission this morning took the final action approving the plan to have the Oregon remove about 120,000 yards of dirt from near the Cold Storage plant to near Porter, widening and straightening the channel.

The commission also approved Engineer Robinson's plans for improving upper Catching Inlet near Sumner. About 27,000 yards of dirt is to be removed and one cut-off made. The estimated cost is between \$1,200 and \$1,500.

The commission also decided to have the channels in Haynes and North Inlet marked by piling.

Spar buoys were ordered put in at the mouth of South Inlet.

The ordinance prohibiting the dumping of refuse into the bay, lakes or streams in this port district was passed this morning.

TO RUSH WORK ON NEW LINE

Southern Pacific Lets Another East and West Contract—Plans For Coos Bay.

Following the unofficial announcement by the Southern Pacific that it planned to make Coos Bay the principal seaport for its East and West line across Oregon, comes the announcement that the construction of the new road is being pushed vigorously and it may not be long before the prophecy is realized. Following advises relative to the awarding of contracts on the eastern end of the line comes the announcement of the resumption of work eastward from near Natron, where the line will connect with the present Southern Pacific line. Concerning the latter, a Natron dispatch says:

"A trainload of equipment sent to the front by the Utah Construction company marks the resumption of work on the Natron-Klamath Falls cut-off. Clearing of right-of-way begins at the end of the road at Oakridge, and so it is understood here, preparations are to be completed for the grading of nearly six miles more of the cut-off.

Included in the train were two carloads of stock and ten cars of equipment for the establishment of the camps and for the operations to be begun at once.

It is stated here that the new contract covers from station No. 2510 to station No. 2810, a distance of 30,000 feet, or over five miles. This is a little over half of the distance from Oakridge to Salt Creek Hot Springs and will end the present work about four miles west of that place.

The Utah Construction company and Wattle & Co., have kept a large amount of equipment here all winter, since the completion of the first contract on this undertaking, and it is common report here that the Southern Pacific company has been sharing in the cost of feeding the 300 head of stock kept here awaiting the resumption of work in the spring.

R. A. COPPLE FILES CONTEST AGAINST MAYOR STRAW TODAY

WAVE OF CRIME IN COOS COUNTY

Deputy Prosecuting Attorney Liljeqvist May Start Vice Crusade to Stop It.

L. A. Liljeqvist, deputy prosecuting attorney, arrived here today noon from Coquille to hold the preliminary hearing of Goldie Bestscott, charged with murder in the first degree. She is accused of shooting Chas. Murray who died at Mercy hospital a few weeks ago following the shooting affray on North Front street.

Mr. Liljeqvist says that there has been sort of a wave of crime in Coos county the last few months. Last week, he investigated five different cases in which a statutory offense was charged and he says the evidence in all of them is strong. Bert Johnson, one of the parties accused, was bound over to the grand jury at Coquille Saturday and is now in the county jail at Coquille. Ellsworth Poole filed the complaint against Johnson.

Mr. Liljeqvist is thinking seriously of inaugurating a vice-crusade in this county. He attributes most of the crimes to the resorts in the various parts of the county. He will probably have the hearty support of Sheriff Gage in such a crusade as Mr. Gage has expressed similar opinions in the past.

Returned to Idaho.

George Barton, the youth who was arrested in North Bend a few weeks ago, then evaded Marshal Anderson there and was at liberty for awhile but who was finally re-arrested, was taken to Idaho Saturday to answer the charge of breaking jail in Nez Perce county. Barton was freed once on habeas corpus proceedings but Mr. Liljeqvist ordered his arrest again and meanwhile extradition papers were secured by the officer from Idaho. The Idaho official left with Barton Saturday.

Coos River Trouble.

Wm. F. Foster, a young man working at the C. A. Smith mill, today appeared before Justice Pennock and filed charges of assault against his step-father, Andrew Stanbuck who resides on Coos River. Foster alleges that Saturday afternoon Stanbuck attacked and severely beat Mrs. Stanbuck. He claims that Les Smith and wife, Mrs. Al Smith and Dr. Horfall will give evidence to substantiate the charge. Stanbuck will probably have his hearing tomorrow before Justice Pennock.

NEW RULING ON PETTY CASES

Informants Must Furnish Bond or Written Statements From Witnesses.

Henceforth it will take something more than merely one man's word to start an action against anyone where the offense is merely a misdemeanor. This will apply to prosecution of alleged offenders against the game law as well as other offenses.

Notice to this effect was given Justice C. L. Pennock today by Deputy Prosecuting Attorney L. A. Liljeqvist. He stated that the county court had decided to try to avoid the expenses of actions where there wasn't sufficient evidence to warrant starting them. Consequently they have adopted a rule that in the future, the informant must either file a bond to cover the probable cost of prosecuting the case or furnish the deputy prosecuting attorney with a list of the witnesses and signed statements from them as to what their evidence is.

Whether the new ruling is the result of the numerous game law cases that were started a short time ago and dismissed by the grand jury was not stated but it is suspected that they had something to do with it.

In cases of felony, the justices of the peace will be permitted to allow parties to file informations without first submitting the matter to the deputy prosecuting attorney.

If you have anything to sell, trade, rent, or want help, try a want ad.

Begins Action In Circuit Court Attacking Validity of Marshfield Election.

VOID BALLOTS AND ILLEGAL VOTES CAUSE

Case Will Probably Come Up for Hearing Soon—Recount of Ballots Expected.

R. A. Copple has filed an action in the circuit court at Coquille contesting the election of E. E. Straw as mayor of Marshfield. In his petition, he declares that the small majority in favor of Dr. Straw as shown on the face of the election returns was due, he believes, to illegal votes and the erroneous counting of incorrectly marked or void ballots.

As yet, no notice of the contest has been served on Mayor Straw. Mr. Copple will be required to furnish bonds for \$1,000 to guarantee the expense of the investigation it will be necessary for the court to make.

The law requires that an answer to the action must be made not less than three days or more than seven days after notice of the contest is served.

The action will probably require the opening of the ballot boxes and the recounting of the votes. It will probably also require evidence as to whether the twenty-eight votes challenged by the Copple forces at the polls are legal or not. If illegal, their votes will be cast out. This would probably result in the criminal prosecution of any one found voting illegally.

Mr. Copple stated this afternoon that the contest was filed merely for the purpose of settling for all time the question that had been raised about the outcome of the election. "It is simply to insure a square deal," he said. "I believe I won and the only way to determine it now was to file the contest."

WEDS WEALTHY LUMBER DEALER

Mrs. Clara Richards Formerly of Marshfield, Bride of Portland Millionaire.

Many Coos county people will be interested by the news of the marriage of Mrs. Clara A. Richards to Robert D. Inman, the millionaire lumberman of Portland, last Friday evening. Mrs. Richards-Inman formerly lived in Marshfield, having attended high school here. Later she taught school in the Coquille valley where her parents resided for a time. Then she married and will be recalled here probably better as Mrs. Clara Mansfield. She was an especially beautiful woman.

Concerning her marriage, the Portland Telegram of Saturday says: "Robert D. Inman, wealthy lumberman, member of the Port of Portland Commission, prominent clubman and member of amateur automobile sports, permitted it to be known generally last night that he was to be married to Mrs. Clara A. Richards at 3 o'clock this afternoon. The bride is the widow of Albert Richards, for years in the government service aboard the lighthouse tender Manzanita."

The announcement was that the wedding would take place in the home of the bride's sister, Mrs. I. C. Clodfelter, 922 Tibbetts street, and that Rev. J. H. Boyd, of the First Presbyterian church, would officiate. None but relatives and intimate friends of the couple was invited to witness the ceremony. Where they will spend their honeymoon and when they will be at home to their friends upon their return have not been announced.

"Only relatives and the closest friends of the contracting parties had any knowledge of the romance until the announcement of the coming marriage. Last year Mr. Inman was married to Mrs. Maud Howard Bryan, but they were divorced five weeks later. The divorce was married last August to Count Kaiman Czaky, an Austrian nobleman, in Chicago."

NOTICE.

All members of the Loyal Order of Moose are requested to be present tomorrow night. Installation of officers. Each Brother Moose has the right to invite one gentleman and his lady friend, for the banquet and dance.

By COMMITTEE.

TRIES TO END LIFE SUNDAY

Alex McKay Found Unconscious With Throat Cut—Will Probably Recover.

Alex McKay, for years a resident of Coos Bay, was found lying unconscious in a pool of blood on South Eighth street near Planagan street yesterday morning. His throat was cut and he had bled profusely. He was found when he was first thought that he was dead.

J. L. Koontz and F. A. Sacchi discovered him and took him to the Sacchi home where he was cared for and the wound dressed. The man across his throat was an ugly one, just touching the trachea but did not sever it.

McKay had been drinking hard and was in an alcoholic delirium when restored to consciousness. Later, he said that he had no recollection of cutting his own throat and in fact knew nothing about it. He was taken to Mercy hospital where he is getting fairly well today. He will recover.

McKay was staying at the Blanco hotel. He arose and left there about 5 o'clock Sunday morning. He went down and got his two razors and no more was seen or heard of him until he was found at about eight o'clock lying in the pool of blood.

McKay is about thirty-five years old. He returned recently from a year's stay in Portland. He has worked at the Nelson Iron Works most of the time for the last few years. He and his wife became estranged a few years ago. She died some time ago. McKay is said to have been in poor spirits for some time. His little daughter makes her home with Mr. and Mrs. Archie Madden.

DEAD MAN IS FOUND.

Corpses of Unknown Discovered in Timber Near Gardiner.

ROSEBURG, Ore., Jan. 8.—A long distance telephone call informed N. T. Jewett, county coroner, that the dead body of an unknown man was found about five miles up in the timber near Gardiner. The telephone connections were poor and the coroner was unable to get more than the mere fact recited above. Mr. Jewett will not return before next Monday or Tuesday from the scene.

40 LOCOMOTIVES TO TOW SHIPS THROUGH CANAL

WASHINGTON, D. C., Jan. 8.—No less than 40 big locomotives will be required for handling ships in the locks of the Panama Canal, for under no circumstances will a ship be allowed to navigate the locks under its own power. Two locomotives will tow each ship and two will be fastened to the stern to act as brakes. The canal commission has just awarded a contract for one locomotive to the General Electric Company, and it is satisfactory 39 others will be called for, at a total cost for 40 of \$498,016.

ALONG THE WATERFRONT.

The Glendale arrived yesterday from the South and will load with lumber at the Railroad dock.

The M. S. Dollar will probably sail tomorrow noon, having taken on about 2,000,000 feet of lumber at the Smith mill. She will take on the balance of her cargo, about 1,000,000 feet, on the Columbia river for Shanghai, China.

The Redondo, which has been on dry dock in San Francisco undergoing repairs, will sail from here for Coos Bay Tuesday afternoon.

Whether buoy at that port, and to send a tug.

"Whether or not the Patsy was flying distress signals, is not known here. Mr. Haradon believes something went wrong with the machinery for a time but that the trouble was remedied and the schooner proceeded on her way. The craft carries a good spread of sail, and as the weather conditions outside are not severe, she would be in no particular danger.

All overland wires to Tillamook are down."

HEAVY RAINS SINCE FRIDAY

Nearly Three Inches of Precipitation—Severe Storms at Many Points.

RAINFALL TO DATE.

The total rainfall on Coos Bay from September 1, 1911, to 4:43 this morning was 37.32 inches, according to the official government records.

With over three inches of rainfall since Friday evening, Coos Bay has been enjoying one of the good old fashioned showers that is making up for the deficiency in precipitation that has marked the winter up to date. Aside from being rather disagreeable to get around in, owing to the wind that accompanied it, it has done no damage.

In fact the heavy rain has been welcomed by many of the loggers who have been waiting for some months for a freshet to float out logs cut during the past season. Emmett Pierce, the Smith-Powers Logging company, the Gould camp above Allegany and a number of other loggers have big runs to get out.

While Coos Bay has been getting the heavy rains, central and eastern Oregon and less favored sections of the northwest have been experiencing some real winter weather, cold and snow. The exact precipitation

(Continued on page 2.)

LOG JAM ON COOS RIVER

Navigation on Upper South Fork Blocked Near Maze—North Fork Jam.

Two of the worst log jams that have occurred on Coos River in a long time are now causing serious trouble on the north and south forks. The jams are the result of the rise in the rivers from the freshets not being sufficient to carry out the large number of logs to be floated out.

The jam on South Coos River is at the island above the Maze. About 2,000 logs are piled up there. They belong to Hoek and the Simpson Lumber company. The river is falling there and it is likely that some donkey engines will have to be used to pull out the logs.

Yesterday this jam seriously inconvenienced navigation on the South Fork. Both the Sunrise and Express were caught above the jam and will not be able to come down until the jam is broken.

The logs in the jam on the North Fork belong to Emmett Pierce. This jam is not as serious as the one on the South Fork.

Freshet on Coquille. Reports from Coquille are that the Coquille river was bank full there this forenoon but apparently the crest of the flood had reached there. The water was then at a standstill. The North Fork was out of its banks above Myrtle Point. So far, the flood has not bothered the local railway.

The Times' Want Ads bring results