

BRITISH CONSUL LIDLAW'S DEAD; ILLNESS SHORT

Attack of Peritonitis Proves Fatal; Funeral to Be Held Wednesday; Messages of Condolence Sent.



James Laidlaw.

A victim of peritonitis, James Laidlaw, British consul for the territory comprising Oregon, Washington, Idaho, Montana and Alaska, died at St. Vincent's hospital shortly before 7 o'clock last night.

Although funeral arrangements have not been fully completed, it was announced today that public services will be held in the Trinity church Wednesday afternoon at 7 o'clock, and the body will be interred at the Riverside cemetery.

Information was received, also, to the effect that British vice consul Bernays, of New Orleans, is en route to Portland to act as temporary consul pending the selection of a man to fill the position permanently.

Mr. Laidlaw had not been in good health for some time prior to his death. For several days he had been suffering from stomach trouble. Friday evening, December 27, he was taken suddenly ill and Dr. K. A. G. Mackenzie was summoned.

There are five vice consuls in this district. Their stations are Seattle, Tacoma, Grays Harbor, Port Townsend, and Astoria, and it is probable that all will attend the funeral here.

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Thousands Have Indigestion

Can't Eat, Drink and Be Merry and Feel Good the Next Day.

Stomachs have a habit of becoming obstinate once in a while; every stomach has a lot of work to perform in digesting the food that is put into it, and when too much labor is urged upon it, it rebels, goes on strike as it were, and is apt to kick up a painful disturbance.

TORRISDALE CREW RESOLVED TO EAT "LIKE KINGSTERS"

In Face of Almost Certain Death Captain Collins' Exhortations Cheered Men—Inquiry Is Postponed.

The sudden death of British Consul James Laidlaw yesterday has caused a postponement of the court of inquiry which was to be held Tuesday to determine the cause of the wreck of the British bark Torrisdale at Grays Harbor on December 28.

The members of the crew of the Torrisdale arrived from Aberdeen yesterday, with the exception of Captain Collins, to attend the hearing, but as it has been postponed they will probably be held here until such time as the court can convene.

The 23 men of the ill fated ship's crew arrived here in charge of John H. Roberts, first officer, and are quartered at the Sailors' home.

While the bark was driving on the sands south of the jetty at Grays Harbor in the pitch dark of the night the crew huddled on the poop and momentarily expecting death were suddenly brought to a determination to die fighting to the last gasp, says Roberts, by the voice of Captain Collins shouting above the roar of the breakers: "Men, we have to die. Let us die like Kingsters."

This had the effect of putting new courage into the crew and in spite of the fact that it seemed as though each wave would wash them overboard they clung grimly to the wreck. The anchors had dragged and they had struck three times before the bark finally piled up on the beach.

Great credit is given Captain Jacobson and his crew of lifesavers in taking the shipwrecked men off the vessel, which was being pounded to pieces by great waves. The lifesavers, in spite of the fact that they were momentarily in danger of death, clung to the task until the last man was ashore.

It is reported that a majority of the members of the newly elected city council will not favor the reappointment of the present city attorney or the chief of police, while the mayor is favorable to the reappointment of the present incumbents and will make the nominations to the city council.

The report is current on the streets today that Councilman A. C. Staten's seat in the council will be declared vacant on the ground that he has been absent from council meetings two consecutive meetings, which would vacate the city charter—to declare the office vacant.

It is figured that with this vacancy enough strength can be mustered to sustain the mayor in his appointments. Upon interview Mr. Staten said that he would be present on time Monday and in the game until the finish.

Opponents to the reappointment of the present city attorney and chief of police say that if Councilman Staten is dismissed that a recall petition will be circulated to recall the mayor and all of the councilmen who opposed Mr. Staten retaining his seat in the council.

Mr. Staten is the councilman from the Hood River Heights section and the citizens there are much wrought up over the matter.

A. J. Biehl, convicted Saturday night by a jury in the United States district court of unlawful use of the mails in carrying on the bond flotation of the Columbia River Orchards company, has the right of appeal to the United States circuit court of appeals, in case a motion for new trial, which W. T. Hume, his attorney, has been given 20 days to prepare, is denied.

No promise of immunity was made H. H. Humphrey and R. H. McWhorter, associates of Biehl, who pleaded guilty, according to John McCourt, United States district attorney, who vigorously prosecuted the case.

Government agents are still investigating the case of W. E. DeLarm, alleged to be the defunct Orchards company's operator, who is supposed to have died in Placerville, Cal., several months ago.

Mr. McCourt has a mass of documentary evidence against DeLarm and Hodges which he will hold indefinitely, to be prepared for prosecution in the event that either of these defendants should be brought to trial.

The defendants will not be sentenced for 30 days at least pending the result of Biehl's motion of a new trial.

George C. Hodges, another of the Columbia River Orchards company's promoters, got away to Canada before he could be arrested.

COOS BAY SHIPMENTS Lumber Cargoes From Port Set New Yearly Record.

Marshalled in the lumber shipments from Coos Bay during the year 1912 were greater than during any previous year in the history of the place.

C. A. Smith company shipped 188,000,000 feet of lumber, 20,000,000 lath and 6,000,000 shingles. The Simpson Lumber company of North Bend shipped 23,000,000 feet and the North Bend saw and door factory 6,000,000 feet of lumber in the shape of manufactured sashes and doors.

The improvements which are being made at the mills of Coos Bay promise to make the shipments of 1913 even larger. The lumber shipments of the Coquille river have also greatly increased during the past year.

Washington, Jan. 6.—The joint committee on railway mail pay and second class postage met today and elected Senator Bourne chairman; Robert H. Turner, clerk.

At Linton from Astoria at 5:30 this morning. A. G. D. Kerrell, general passenger agent of the San Francisco & Portland Steamship company, is in Portland today to settle on a new location for the city ticket office.

Carrying passengers and freight, the steamer Bear, Captain Nopander, is scheduled to sail at 4 this afternoon for San Francisco and Los Angeles.

The steamer Rose City, Captain Rankin, will not be due to arrive from California until Wednesday afternoon, as she is a day late on her schedule, because of being harbored at Astoria on the last trip out. She will sail from here on her regular schedule Saturday afternoon, January 11.

On her maiden voyage to this port, the new Swayne & Hoyt steamer Paraiso will load a full cargo of lumber at Kalama for southern California ports. She belongs to the Arrow Line.

Trial of the suit of the Shaver Transportation company against the Columbia Contract company and the Standard Oil company, for damages to the steamer Henderson on July 28, 1911, will begin tomorrow. The Henderson was sunk at Bugby's Hole by the tug Samson and barges, and suit is brought for about \$38,000.

Astoria, Jan. 6.—Arrived down during the night, French bark Marechal de Villars, arrived at 9:30 and left up at 11 a. m.—Steamer Bonnoke from San Diego and way ports. Sailed at 10:45 a. m.—British ship Bodocia, for Queenstown or Falmouth.

Coos Bay, Jan. 6.—Arrived—Steamer Breakwater from Portland. Point Lobos, Jan. 6.—Passed at 9 a. m.—Steamer J. A. Chanslor from Portland for Monterey.

Astoria, Jan. 5.—Arrived down at 1 and sailed at 8:10 a. m.—Steamer Tamapais for San Francisco. Arrived down at 7 and sailed at 9:30 a. m.—Steamer Breakwater for Coos Bay. Arrived at 8:30 and left up at 8:30 p. m.—Barge No. 98 from San Francisco. Sailed at 8:45 a. m.—Steamer Carlos for San Francisco. Left up at 11 a. m.—British bark Crown of India. Sailed at noon—Schooner Alert for the British bark Hougoumont for Queenstown or Falmouth; German bark Ischek for Hall.

San Francisco, Jan. 5.—Arrived at 8 a. m.—Steamer Thomas E. Don from Columbia river. Arrived—Steamer John Poelen from Columbia river. Sailed at noon—Steamer Northland, Portland.

Astoria, Jan. 6.—Condition at the mouth of the river at 8 a. m., smooth; wind, east, 15 miles; weather, cloudy. Flides at Astoria Tuesday—High water, 1:58 p. m., 8.8 feet; 12:35 p. m., 8.9 feet. Low water, 7:03 a. m., 3.7 feet; 7:04 p. m., 0.9 feet.

Japanese Steamer Reaches Seattle; Delayed by Storm. Seattle, Wash., Jan. 6.—The Shidzuka Maru, of the Nippon Yusen Kaisha, is in port today after arriving at Victoria, B. C., Saturday two days late on account of heavy weather. She carried \$1,000,000 in silk, the biggest cargo ever brought by the Japanese liners.

500 FEET OF JETTY OUT Aberdeen, Wash., Jan. 6.—Nearly 500 feet of false work at the end of the north jetty was carried away by the recent storm. As this work is the extreme outer end and in deep water, the loss and expense of replacement is estimated all the way from \$5000 to \$10,000.

Along the Waterfront To load a cargo of lumber for San Pedro, the steamer St. Helens, Captain Jameson, left down for St. Helens yesterday afternoon.

Wireless Message. S. S. Chanslor at sea, midnight, January 5.—(Via North Head)—In latitude 48° 30' north, longitude 122° 00' west, wind north, light sea, smooth; sky clear; barometer 30.35; temperature, 43. Commander.

BETTER SERVICE MAY COME FROM CAR SUGGESTIONS

Complaints which ranged from suggestions on etiquette by streetcar patrons to sincere objections to certain phases of streetcar service were heard this morning at the meeting of the special council committee appointed to hear complaints against the streetcar service.

Some of the complainants objected to the side seats and wanted cross seats instead, while others wanted cars equipped with side seats.

Some objected to the heating device, stating that they made some seats so hot that it was uncomfortable to sit on them, while others complained that the cars were so cold that passengers nearly froze.

One bachelor gave a long discourse on how women should manage their children on the streetcar, insisting that youngsters should be denied the pleasure of looking out of the windows, and asserted that children should stand if they were under the age requiring payment of fares.

Considerable "expert" advice was received by the committee on how to run the system. Few suggestions of any merit were offered.

One complaint was made by a representative of the Laurelhurst club, who declared that a "Laurelhurst special," which has been put on the Rose City line, was often turned back at Twenty-eighth street. This will be investigated.

Another complaint was that in many instances a full Montavilla car would wait at Twenty-eighth street several minutes for an East Ankeny car to arrive and go ahead. This will be looked into.

High steps were complained of, and suggestions were made that in places where cars were not pay-as-you-enter the doors be opened at both ends to allow passengers to leave in one direction and those boarding the cars be given an opportunity to get on at the other end.

Dirty windows, which prevent a view of unsurpassable scenery on many of the

Grumbling About the Cold Snap? Just Remember a Year Ago Silver Thaw Began

Cold weather for the past two days has brought to the mind of Portlanders the fact that just a year ago today the great silver thaw began that resulted in thousands of dollars of damage about the city and the thermometer fell to 39 degrees—the lowest of the year.

The coldest weather of the season occurred yesterday morning, with a temperature of 31.7 degrees at 7 o'clock, while at 5 o'clock this morning the thermometer registered 22 degrees as the coldest. The shippers' forecast for tonight gives a minimum of 39 degrees for tonight.

While the actual silver thaw last year began on the morning of January 6, there were snow flurries on the fourth that caused delay to traffic and delayed suburban lines were complained against.

The single tracks on the Kenton line were made the subject of sincere attack, and promise was made that there would be an improvement in this service.

C. J. Franklin, general superintendent of the P. L. & P. company, stated to the committee that suggestions were welcomed, and urged that every complaint made should be specific, and contain the number of the car and the number of the conductor involved.

It was announced today that the "skip-stop" system would probably be put into effect on the Mt. Tabor line this week. Signs are being prepared that will be put up on every crossing, but not until that is accomplished will the try-out be given.

White signs with black letters will read that cars going in the direction indicated by the arrow will not stop, indicated by the arrow will stop at this street, and red signs with white letters that cars going in the direction indicated by the arrow will not stop.

It is the plan now to have out-going cars stop at the even numbered streets and the incoming cars at the odd numbered streets. This may be changed, however.

TORNOW IS SEEN; HUNTERS GO OUT

Dogs and Deep Snow Expected to Improve Chance of Getting Him.

Montesano, Wash., Jan. 6.—A posse of expert woodsmen, headed by Chief Deputy Sheriff A. Fitzgerald, is traversing the haunts of John Tornow, endeavoring to capture the alleged murderer of his nephews, John and Will Bauer, and of Deputy Sheriff McKenzie and Elmer.

Tornow was seen yesterday by hunters, whose dogs found his cabin, and they hastened to inform the authorities. Owing to the fact that there is plenty of snow in the hills and the posse has a number of good dogs it is believed that Tornow will be encountered.

Sheriff Payette will leave at noon with another posse and the hunt will be thoroughly carried on unless a snow storm prevents.

The tower of a tall church in Switzerland has been equipped to receive the time signals sent out by wireless telegraphy from the Eiffel tower in Paris.

OREGON FORESTS GET \$16,077 FOR ROADS

Washington, Jan. 6.—Announcement was made today by Secretary of the Interior, G. K. Berry, that \$16,077 has been set aside for roads in 13 forest reserves in Oregon totaling \$16,077.

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Warning to Beer Drinkers. Read every word in this opinion. Remember it is not our statement, but the deliberate opinion of a great scientist working for perfection in beer. Pure beer is food and tonic. G. Beck (Bierbrauer, 1881, No. 8) finds that "beer in light bottles deteriorates more quickly than beer in dark bottles when exposed to the direct sunlight." His tests were continued for three weeks and proved that beer in light bottles had acquired a very disagreeable, nasty taste and flavor and was unfit for consumption. The Brown Bottle with Schlitz is not a fad. Its use is based on scientific principles. We have adopted every idea, every invention, every innovation that could make for purity. Schlitz is sent to you in Brown Bottles to protect its purity from the brewery to your glass. Why don't you make Schlitz in Brown Bottles your regular beer? BOTTLED BY BOEHLER & CO., DISTRIBUTORS, 20-22-24-26 N. First Street, Portland, Oregon. Phone, Main 133, A 4668. See that crown or cork is branded "Schlitz."