

CAPT. OLSON TELLS HIS OWN STORY

Master of the Alliance Gives the Particulars of His Eventful Voyage in His Own Words—Interesting Letter to Agent Shaw.

Portland, Ore., Dec. 8, 1907.

My Dear Friend Shaw:—As I have a few moments to spare today, I'll tell you how we are getting along. We have not been able to get a berth in dry dock yet and we are going to tomorrow (Monday), and I think we will be on the dock the whole week. If I had only known that we couldn't get on the dock on our arrival here I would have taken her to the Sound without calling here, but we'll do the best we can; we are in it, and must get out of it. We have carpenters working on the rudder trunk and rudder post, and getting everything we can ready.

Well, Mr. Shaw, I hope you don't have too hard a feeling towards me as to the accident. When I got down as far as red buoy No. 2 I was running under a slow bell, so as to get a good view of the bar. It looked favorable, in fact, smooth, and the tide on that day was 3 ft. 5 in. above low, so I knew there was plenty of water. I had crossed the bar and was well outside the black buoy, when it commenced to roll in, and turn over, as it looked, the whole ocean over us, but thanks to a good little ship she came through. She rode four heavy breakers all right, but by this time she had lost her headway and fell off in the trough. It was then a tremendous sea struck us forward-aft and tore away rudder and rudder-post, those parts striking the propeller and knocked off several blades, rendering ship helpless. It was this same wave that washed Mr. Pyott overboard. He had been told to go to his room, as is always the custom. He answered that he could cross the bar in a row-boat; but finally he was put in the stateroom with his wife and boy. According to Mrs. Pyott's statement she went out on deck. She opened the door and told him to come back. Just then a heavy sea broke over us and shattered the open door to splinters, knocking Mrs. Pyott senseless back in the room, in which condition she was found a few minutes later, with many cuts and bruises. This led to a search for Mr. Pyott who could not be found, and was evidently washed overboard by the same sea and drowned. It then being too late to take any steps to look for the lost man; and it would have been at great risk of losing more lives to try to save Mr. Pyott had anybody seen him go overboard. Ship being in this predicament it was a question if she was going to strike on the north spit or get pounded to pieces, or land on the beach north of the jetty, high and dry. The former would have meant loss of many lives, maybe all; while the latter assured safety to everybody. Those thoughts flashed through my mind in rapid succession, as there wasn't much time to think or study. It was blowing a strong S'ly breeze at the time. I set the mainsail; this brought her head to the westward and thereby managed to work her off shore. In the morning of Nov. 29th, we managed to head her inshore and stood towards the bar, expecting the tug Columbia to come out in the morning, as they saw us in trouble from the life-saving station; but as they failed to appear, I decided to run for the Columbia river. About 9 o'clock in the forenoon (Friday) the British steamer "Boveric" hove in sight. I signaled him to tow me to Columbia River Light Ship. He hove to and I lowered a boat and went aboard of her. We both agreed that she was not fit for towing as her propeller was out of the water half of the time and a heavy sea running. He would have towed her all right had I given him the Alliance as a price, but I refused to do that because she was not leaking and we could make a little headway, about three miles an hour. I told the captain he would be money ahead if he took her for \$3,000.00. He then said he couldn't think about towing us to the Light Ship for \$3,000.00, and at that rate I would have to be responsible for his ship (the Boveric). This being a big risk I came to the conclusion to make our own way, and asked him to sell me a sail at any price, but this he could not do. I then asked him to report me at Columbia River Light Ship that we had lost a few propeller blades crossing out from Coos Bay, and that I would proceed towards Columbia river at the rate of three miles an hour and fifteen miles offshore. This he promised to do whenever he could communicate. About the loss of a passenger I told confidential, as I did not wish that port, for the sake of those who had friends or relatives aboard. Had it

been my desire to have that reported I would certainly have given the name of the man lost. It was those ashore who had their relatives on the Alliance that I was worried about. I never felt uneasy in the least about those under my care after we got away from the beach, as I knew I could bring ship and all aboard safely to Columbia river or Puget sound, only that it required time. After I came back aboard from the Boveric we made a jury rudder. This worked satisfactorily in calm weather but when it commenced to blow she broached to. We then rigged an additional rudder, and after working almost a whole day making it, it lasted five minutes after it was shipped, and while trying to operate this steering apparatus, one of the lines got foul of the propeller, (this was about 5 o'clock Saturday night). Now we were helpless, but after a few hours' work we got the propeller turning again, and things began to look good once more. We then set to work and made a rudder out of an iron plate taken from one of the bulkheads. We took more care in making this, the engineers working at it all through the night. Sunday morning it was ready for the riggers, and by three o'clock in the afternoon it was shipped and worked with great satisfaction. We then had 75 miles to Columbia Light Ship and were then making 3 1/2 miles per hour. Monday we saw the Light Ship and stood in for the bar. In the mean time the tug Tatoosh came alongside, and began to tell me what to do, but I had the Alliance under absolute control and proceeded close in to the bar. It breaking heavy and a strong ebb-tide running I turned about and hung about the Light Ship during the night. Tuesday morning we headed in for the bar and found it very smooth. The Tatoosh came out early morning and continued the same tactics as the day before, and I don't blame him very much for trying to get \$40,000 instead of the usual towage, but I didn't like him to come around and try to frighten my passengers; however they were all laughing at him when he told the danger they were in. Mrs. Pyott is getting along nicely. It is too bad that the Breakwater should be in trouble also. Am sorry for Coos Bay.

Respectfully Yours,
D. W. Olson.

SAY HE SAVED THE VESSEL

Presentation Comes Unaware and Cool Navigator Shows Deep Affection at Being Honored by Loyal Passengers.

The Portland Sunda Oregonian contains the following report of the presentation of a marine glass to Captain Olson which has been previously mentioned in the Times:

Captain B. W. Olson, master of the steamer Alliance, was Saturday afternoon presented with a marine glass costing \$150 by the passengers who arrived here on the exciting voyage of the Coos-Bay liner last week. They earnestly declare that but for the courage, competence and coolness of the captain they would have never reached port.

Captain Olson was more unnerved when confronted with the committee on presentation than when the tremendous breaker threatened to send the vessel to the bottom of Coos Bay bar, but soon regained his composure and in replying to the presentation speech said that he had done no more than his duty as it appeared to him. He values the present highly but incidentally regrets that his crew and passengers, who stood by him so loyally, could not directly share with him in the token of esteem.

William H. Souls, marine editor of the Oregonian, delivered the talk that went with the glasses. He said: "Captain Olson—On behalf of the grateful passengers of the good ship Alliance I am honored to say and do something expressive of their appreciation of your heroism on the occasion of the eventful voyage of the last few days.

"I am directed to say to you and your gallant crew that your unselfish devotion to duty and the welfare of those whose safety had been entrusted in your hands, in the face of the trying ordeal through which you recently passed, is esteemed and applauded more sincerely and more eloquently than any tongue can tell, and that your bravery in the unequal struggle of an angry sea, a crippled propeller and a jury rudder, shall never be forgotten.

"Commemorative of the genuine appreciation of your passengers, I

BANDON MAN TAKES POISON

J. R. Osborne Takes Poison and Life Ends After Hours of Agony.

(Special to Times)

BANDON, Dec. 11.—J. R. Osborne, of this city, committed suicide last night by taking cyanide of potassium at 8 o'clock from the effects of which he passed away at 10:30 o'clock last evening. He was the proprietor of a general merchandise store and had been in the city about six months.

When it was discovered that the man had taken poison two doctors were called in to attend him, but in spite of long and patient efforts he expired in agony last night. Domestic and financial troubles are supposed to be the cause of his desperate deed. An inquest will be held over the remains this afternoon before Judge Copping.

BRIGHT AND BREEZY BUDGET FROM BANDON

City Again Illuminated, and Vessels Loaded With Lumber Depart.

BANDON, Dec. 9.—The steamers Elizabeth and Whascalore and the schooner C. T. Hill left with lumber for Frisco, Friday morning. They carried an aggregate of 1,500,000 feet.

Adam Scott was arrested Friday morning on a charge of attempting to leave the state, defrauding creditors.

The schooner Ruby arrived in last night after a very rough voyage from San Francisco.

The launch Eagle left for up coast yesterday but was compelled by the storm to return and await a calmer time.

The Coquille high school football team defeated the Bandon high school on our home grounds by a score of 20 to 0 yesterday.

The Crystal vaudeville company is showing at the opera hall three days this week and the Mong company will go Thursday, Friday and Saturday.

The electric lighting plant resumed operations Saturday and Bandon is again illuminated.

Mr. and Mrs. Bert Polson, of Coquille, who have been in the east for some time, are visitors here this week.

Wells and Selsom, black sand miners, will put in an improved machine for operating south of here early this spring.

Charles Evelund was a Bandon visitor yesterday.

AIRSHIPS TO RUN APRIL FIRST.

Aerial navigation is going to solve the transportation problems which face Coos Bay and all sections looking forlornly for railroad connections in vain may glow with hope. The National Airship company has been formed and on the back page of Monday's Portland Telegram is a cut of the new ship. It represents a huge pencil shaped machine and the wording of the advertisement, which is seeking stockholders, seems to prove to the satisfaction of the concern that its airships are the best and fastest made.

A small airship carrying merely a matter of one hundred passengers and thirty tons of freight is scheduled to start on the run between Portland and San Francisco on April 21 next. Incidentally the ship will skid through the air at the rate of 80 miles an hour with the greatest of ease.

It is up to the citizens of the city to interest this ship in stopping at Marshfield on its run, in order that passengers and mail may be handled with dispatch. If it cannot be persuaded to stop there will be some satisfaction in seeing it go by at any rate, and the mail bags from Portland might be dropped as it passes over.

It has the pleasure to present you with this little token and to voice in their behalf the hope that by its aid you may always enter port in safety and may you never lose a ship.

The committee in charge of the collection of the purse for the purchase of the present was composed of Frank Davis, of North Bend, and Frank Layton and Charles Clark, of Portland.

The gold band on the glass bears the following inscription:

"To Captain B. W. Olson from the passengers on the ss. Alliance, whom he saved Thanksgiving, Nov. 28, 1907."

SUN IS SHINING ONCE AGAIN

Financial Skies Brighten With Rosy Glow of Returning Prosperity.

In a private letter to a Marshfield friend a gentleman, prominent in business and railway circles in Los Angeles, and who is in close touch with the financial and commercial conditions generally, writes as follows concerning the present situation:

"LOS ANGELES, Dec. 8.—The financial situation here seems to be improving right along, but banks have not as yet called in the scrip. I think, however, they are only waiting for Eastern banks to resume. It is hard to judge how things are going to turn until after the holidays cease, but there isn't much talk now like there was at first. Everybody seems to be getting back to business. There are lots of tourists here and the stores are doing a good business. This, of course, is always the case at this season of the year. It appears that Harriman ordered back all the men that were discharged at first. The Western Pacific railway, the Gould line is taking advantage of the surplus labor by taking on all the men they can get, and the C. M. & St. P. has about doubled its force on the extension to the Pacific coast.

Reports from the East show that many of the factories which at first shut down are running. Altogether it looks at this time as though things will not get worse but will gradually improve along a more conservative line. One thing particularly noticeable is the number of Eastern people here looking for farming lands. Most of these are Eastern farmers. A report from Omaha says Harriman will resume work on extensions. You are in position to ascertain what position he takes on those it is pretty safe guide as to others.

SAND DUNES TO MAKE FINE BRICK

New York Firm Makes Fine Sample of Local Material and Lime.

The fine yellowish white sand across the harbor from Empire has turned out to be a valuable asset to the bay, according to a sample of pressed brick made in New York from this material by the firm of H. Hueneker & Company. The only other ingredient except the sand is a solution of lime amounting to 6 per cent of the amount of sand used in each brick.

A sample of the product is on exhibition in the windows of the Chamber of Commerce. It is a light gray in color and very hard and smooth. For fine building material it cannot be surpassed and buildings erected in future in this section may be extensively composed of this material.

In a trip to New York, C. S. Kaiser of North Bend, took some of the sand east with him and had a few samples pressed by the New York firm. The manufacture of the bricks to a large number can be done in less than twelve hours, as it takes but ten hours hardening to put the brick in fine condition. The result of the test has proven that these extensive sands, which were generally considered useless, will be a valuable addition to the other numerous resources of Coos county.

FORTUNE IN THIRTY ACRES OF FRUIT TREES

Farmer Refuses Offer of \$35,000 For His Apple Farm.

CENTRAL POINT.—Dec. 11.—W. H. Norcross refused an offer of \$35,000 for his orchard last Saturday and informed the would-be purchaser that his price is now \$50,000, or \$1,000 per acre. The orchard has 30 acres in full bearing, with some 20 acres of young trees coming on, and the crop this year will pay 10 per cent interest on \$50,000. Less than a year ago Mr. Norcross was asked to put a price on the property, and when he placed it at \$25,000 some of his neighbors declared that he was crazy for asking so much. Now he is of the opinion that perhaps he was a little off for asking so little. He is not anxious for anybody to take him up at \$50,000, for, he asks: "Where could I invest that amount of money in an absolutely safe proposition that would bring me 10 per cent per annum?" And when the entire place is once bearing that rate of interest will be doubled and trebled several times.

Furthermore, the life of every passenger carried is imperiled, over the mountainous road when the surface is soft and slickened by rain. The drivers employed receive from \$40.00 to \$50.00 per month, and in many cases strangers are picked up regardless of their recklessness for human lives or knowledge as to their record as to occupying a responsible position.

"WHEREAS it is wholly within the bounds of reason to remedy these conditions by employing more re-

WILL APPLY AT WASHINGTON FOR BETTER MAIL SERVICE

Citizens Unanimously Adopt Resolutions for Improvement at Chamber of Commerce Meeting Last Night.

Over one hundred citizens gathered in the chamber of commerce rooms last night at one of its lively meetings and resolutions were passed unanimously to instruct the authorities at Washington of the condition of the mail service between here and Roseburg. Chairman Smith invited anybody to speak on the matter just before the resolutions were drawn, and everybody apparently being satisfied with the service, Frank W. Reeder was to speak. He said:

"I believe the trouble is that the contractor in his desire to secure the contract overbid his wisdom in the matter, and that there are tons of mail for the growing population which he failed to consider when presenting his bid. He also uses broken-down horses which cannot carry the loads expected of them. I believe that action should be taken by the Chamber of Commerce to state the facts and present them in some form to the Washington authorities."

Secretary Lyons then read the following resolutions which had been drawn up to be sent to the assistant postmaster general, which were voted upon and unanimously adopted and which will be forwarded as early as possible.

"WHEREAS the mail service of the Coos Bay country is in a demoralized condition,

"AND WHEREAS this condition is due to the overland stage route between Roseburg and Coos Bay failing to deliver mail on time and failing to protect it from the elements, delivering it often in a badly damaged condition, thoroughly soaked with water,

"AND WHEREAS fully ten thousand people receive their mail over this route,

"AND WHEREAS the population and business on Coos Bay and in the immediate vicinity are increasing at a rapid rate,

"AND WHEREAS the uncertainty of delivery and damaged condition of mail have become a serious interruption to the business relations of the firms and individuals in this section attempting to do business with the outside world, this Chamber of Commerce has upon request made investigation and finds the condition as follows:

"The contract for the delivery of mail between Roseburg and Coos Bay is held by B. Fenton. The distance is sixty-five miles by land over the Coast Range mountains from Roseburg to Sumner, and from the latter place ten miles to Marshfield, via launch. Between Roseburg and Sumner three relays of horses are used. The mail is carried in an uncovered wagon, four horses to the wagon. Passengers for hire are carried with the mail. Three drivers, one for each relay of horses, make the trip. The mail weighs from one-half ton to a ton. It has doubled in volume within the past two years. The mail is due here at 10:00 a. m. each day. During the month of November it was on time 12 days, and on three days failed to arrive at all. During the past month, up to date, it has not been on time a single day. The mail service has never been so irregular and unsatisfactory. Mr. Fenton was consulted early in the fall and he urged in justification of slow service, the bad condition of the roads. The Chamber of Commerce has sent a man over the route, and interviewed people along the road, and finds that the road is in as good condition as in former years. It is found that the County Court of Coos County has appropriated \$1196.00 for improvement on this line of road within Coos County, and that men have been sent into the mountains, built their cabin and live there during the winter to look after the road, as a section man looks after a railroad. The horses driven by the contractor are thin, and when compelled to pull passengers over the muddy roads in addition to the heavy mail, constitutes an offence which should receive the attention of a humane society.

"A NEW INDUSTRY FOR WESTERN OREGON

The Wise Man Can Cease Labor in Ten Years.

Walnut culture, according to W. H. Latourette, secretary of the Yamhill County Walnut Club, is in its infancy in this state, but the specimens shown in a late exhibit demonstrate that walnuts can be grown here to equal at least those produced in the Santa Barbara district of California. Mr. Latourette in referring to walnut culture said:

"The consumption of English walnuts in this country amounts to 35,000,000 pounds and of this only 2,000,000 pounds are grown in the United States. The rest are imported from France, principally. That indicates that for years to come growers coming into the market will find purchasers at home.

"In Yamhill county there are at present 800 acres in walnut trees and there will be about 200 additional acres set out in the coming spring and next fall. Ten per cent of the trees are now in bearing.

"Walnut trees begin bearing, with proper care and culture, at about the eighth year and they continue to bear from that on almost indefinitely, some trees reaching the age of 50 and upward."—Pacific Outlook.

One report states that from one tree 125 pounds were secured, for which the owner received 18 cents per pound or a total of \$22.50. If the trees were planted 30 feet apart 50 would fill an acre. At the yield above mentioned, the owner of 10 acre bearing grove of English walnuts would reap with no spraying, no pruning, no anything but gathering the nuts, \$13,040 per year as long as he lives and then the gold mine would go on to his descendants.

Some plants, such as the mimosa, grows fifteen times higher under red glass than under blue.

responsible parties as drivers, and by putting on another relay of horses, and by providing each stage with tarpaulin or other impervious material for covering the mail, this Chamber of Commerce hereby

"RESOLVES, that the attention of the assistant postmaster general be called to the deplorable condition of the Coos Bay mail service and that he be asked to take steps to afford immediate relief by requiring the mail to be delivered each day in good condition and within the time specified in the mail carrying contract."

TEA IS GROWN IN COOS COUNTY

Excellent Sample on Exhibition at Chamber of Commerce.

Once more Coos County comes to the front and proves that almost anything can be grown on Coos County soil and in Coos County climate. Japan Tea, of a fine quality is being raised in the Coquille valley by a rancher named J. O. Stemmler, who for a considerable period has been raising tea for his own use.

Secretary Lyons, of the Chamber of Commerce, has secured one of the plants which is on exhibition in the window of that boosting organization. The plant is about five feet in height and greatly resembles an ordinary bush that one may see at any time in the woods. There is nothing about it that would cause anything but a casual glance until the visitor is told that it is a tea plant similar to those in the Orient where the great production of tea is grown.

Samples of leaves in a tumbler from a similar plant stand on Mr. Lyons' desk, and the odor from the leaves is more like the real article than much of that shipped into the country. While it is strong, the flavor is said to surpass anything brought across the Pacific.

This is a new field for enterprise on the part of ranchers and farmers in this district, as the plant can be easily and thickly grown in the valleys of the county. While its money making possibilities have not been tested they are regarded as extremely good if the production of tea is gone into thoroughly.