SHIP DELAYED

Alliance Propeller Picks Up into the work at hand in carnest. Valuable Property Out 28 Miles from Astoria.

Several Hours' Hard Labor Required the boatmen could not make an im- six second-cabin passengers, C. O. to Separate Net From Vessel's Screw.

The Alliance did not reach Marshfield yesterday on time, though she came into North Bend before noon. She brought a good passenger list and 300 tons of freight. She will sail on the return trip on Monday.

There is a long story connected with the ship's being belated, and the accident which happened to her would probably not occur once in a seaman's lifetime. Captain B. W. Olson related a tale to a Times representative which, if the Captain was not known as a man of veracity, would have the earmarks of a very big jolly. But the Captain is borne out in his statements by the crew and the passengers, and so the story strangest incidents which ever happened to a steamer on the Pacific ocean. The Alliance crossed the Columbia bar at 7 o'clock Friday morning, and was making good time toclutched in the grip of some super- ing the propeller was six miles, Chief Engineer the sea was clear, while the shore be made. grounded or struck a hidden rock.

to the Captain and the officers, and net corks bobbing on the water, and been talked over and rehashed until then the solution dawned upon the there was little left to say, except had picked up a fisherman's net Coos Bay was reached. which had wound so tightly about | The reader will understand the the propeller and shaft as to stop

The not had been lost by fisher men in the Columbia River and had drifted out to sea. The same was advertised in the Astoria papers and a reward of \$1,000 was offered for its return. The net was 150 fathoms long and a very valuable asset to the company which owned it. The net was picked up 28 miles from the Columbia bar and had it been sighted before being wound on the propeller, the crew would have divided the thousand dollars and the company owning the net would have been ahead at that. But the net isn't worth much now, though the Alliance crew has some shreds of it aboard to prove the truth of their story.

When it was learned what had caused the stoppage of the driving gear, the next question was how to relieve the situation. The first effort to clear the propeller was made by keel-hauling the ship. This, to a landsman, is all Greek, and so should be made clear. A new 3-inch rope was dropped over the bow of the poat, the ends on each side, and the

BONITA and NOR PHYBEND FASTEST BOATS ON THE BAY Half Hour Schedule

Rue Between Mit Afield and North Bend Made in To Minutes. Private Landings. Fare: One way, 15c.; round trip, 25c. J. A. O'KELLY, Proprietor.

nature were made, with the same re-

A five-inch rope was put into serthis, and a spac of twenty feet bent gins and wife, Elmer Fergins, Mrs. into the rope near the hook. With Hogland, Miss Anderson, Mrs. Nelthis apparatus, the book could be son, E. Nelson, A. Johnson, Master sunk into the water and grappled into Nelson, Manter D. Nelson, Mrs. B. W. REWARD OF \$1000 OFFERED the net. So far, the rigging worked Barker, F. F. Peters, wife and two like a charm, but when the hauling children; Goo. Timkins, Dave Black, came, there was nothing doing, and C. D. Dunar, J. Y. Baker and wife, pression on the tangle. The double Devre and wife and daughter, C. G. steam winch was brought into play Gillett, Geo. Goodman, Jas. Heacock, and this started the net. This pro- A. H. Dindenger, C. N. Brown, A. A. cedure was continued for over seven Geer, F. Williams, G. Gront, F. hours, before the engineer could turn Marro, A. Mann, W. H. Williams and

> material obtainable, and the top line mecker, W. E. Smith, Geo. Kimball, from which the network is suspended D. A. Lee, Jas. C. Austin and wife, was % cotton rope. With this A. J. Napp, D. D. Fagin, A. Hancock, wound about the propeller the reader Mrs. Lundgiust, Alma Lundgiust, can imagine the tremendous power it Fred Lundgiust, Miss Gamble, Miss took to break the grasp of the net. Brady, M. Barnes and wife, Grace Besides this, the net was weighted Barnes, Edwin Barnes, Girtie Barwith lead, and this did its share nes, Harold Barnes, J. Keck, C. Duntoward delaying the work entur. F. C. Austin, J. Clifford, Mike toward delaying the work.

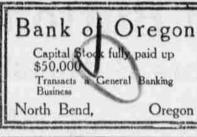
When the net drifted out into the ocean from the Columbia, it was H. Hitchcock, Miss Walton, L.Quinn, supposed to have been filled with sal- D. A. Hunt and wife, H. C. Ostine mon, and this supposition was borne and wife, Tom Ostine, W. C. Barker out by evidence as the workmen and wife, L. J. Weaver, G. N. Payne, pulled the contrivance apart. Sev- J. Grills, Mrs. Westwood, Miss Westmust be accepted as being one of the eral sharks were released from the wood. mix-up and a number of sturgeon were also in the net. It is said these PEORIA OFFICIAL JAILED followed and entered the net to devour the salmon.

When the stop occurred Captain wards the south. The engines were Olson set the ship's bow towards the working well and the sea was southwest and put out sails to keep The passengers were en- her from drifting toward the joying the voyage and gazing at the shore and consequent danger. He shoreline from southwest of Tilla- trimmed his sails and the boat driftmook, when, without warning, the ed directly southward. The distance propeller ceased revolving as if covered during the work of releas- iest here of Supervisor Frank K.

When the propeller had been Mann telephoned to the upper quar- cleared as well as the apparatus ters and asked if they had struck, would allow, the engines were start-It was now about 10 o'clock, and ed. At first only half a turn could was about eight miles distant. There and in working the shaft back and are no hindrances to navigation on forward in this manner, the engine the chart in this neighborhood, and was finally able to clear the trouble it was evident the ship had not and the boat started on her way again. Fifteen minutes were The situation was a puzzling thing sumed in this manoeuvering.

for some time nobody could explain in the morning until 6 in the eventhe matter and guesses were in or- ing without stopping for food or rest, Somebody standing on the and when the ship once more prostern of the ship finally saw some, coeded on her way, the matter had The propeller to tell the story over again when







Red Cross

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rops drawn the length of the ship, difficulty the seamen encountered in All went well until the net and pro- clearing the propeller when it is peller were reached, when the rope known the shaft and blades are Three trials of this twelve feet under water.

Being that it was a clear day, it It was plain the clearance might be inferred that the lookout could not be accomplished in this might have seen the net before it sanner, and so the Captain ordered was picked up, but Captain Olson boats into the water, and he, with cays he believes the net was under

N. Westwood, E. S. Givens, A. Ferwife, J. A. Valdy, Mrs. Strohlmecker, The net was made of the strongest Lena Stohlmecker, Minnie Stohlentur, F. C. Austin, J. Clifford, Mike Rowsky, Ernest Anderson, Fred Lee,

SUPERVISOR ARRESTED IN LOS ANGELES, CALIFORNIA

Climaxes Story of Love, Divorce, Political Intrigues and Alleged Mismanagement of Estate.

Los Angeles, July 26 .- By the ar-



Whitman, of Peoria county, Ill., a strange story comes to a climax in the county jall, involving love, hate, divorce, a damage suit, political intrigues, business jealousies, and finally aleged mismanagement of a large estate.

Whiting is charged with embezzlement, having been followed here by secret agents of the Fidelity and Deposit Company of Baltimore, which is on his band for \$150,000. He and aided by his exemies, is using the Po oria county Sheriff's office as a col lection agency, and that the ember Illinois civil courts, when it will be dropped The charge grows out of his actions as conservator of the estate of his siter, Mrs. E. Farnham, which was valued at \$125,000.



and Navigation Co.

TRAIN SCHEDULE NO. 2. In Effect January 1, 1907.

All previous schedules are void. Subject to change without notice. W. S. Chandler, manager; F. A. alse, freight agent; general offices, Marshfield, Oregon.

No. 1.	Trains.
Daily Except Sunday	Stations.
eave 9:00 a. m 9:30 a. m 9:45 a. m	
No. 2.	Myrtle Point.
Daily Except Sunday.	
eave 10:45 a. m	Myrtle Point.

12:00 m. B. H. Junction. Arrive 12:30 p. m. Marshfield. Extra trains will run on daily special orders. Trains to and from

10:30 a. m. Coquille.

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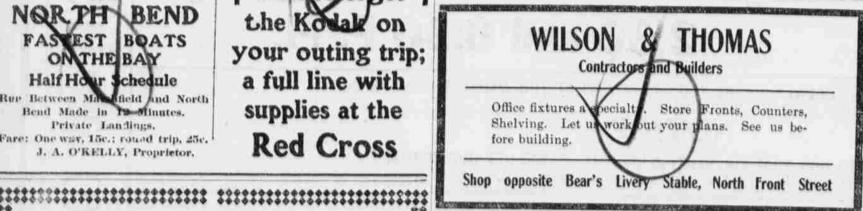
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Marshfield and North Bend.